

AIR TRANSPORTATION

THE WORLD'S FIRST AND ONLY AIR CARGO MAGAZINE

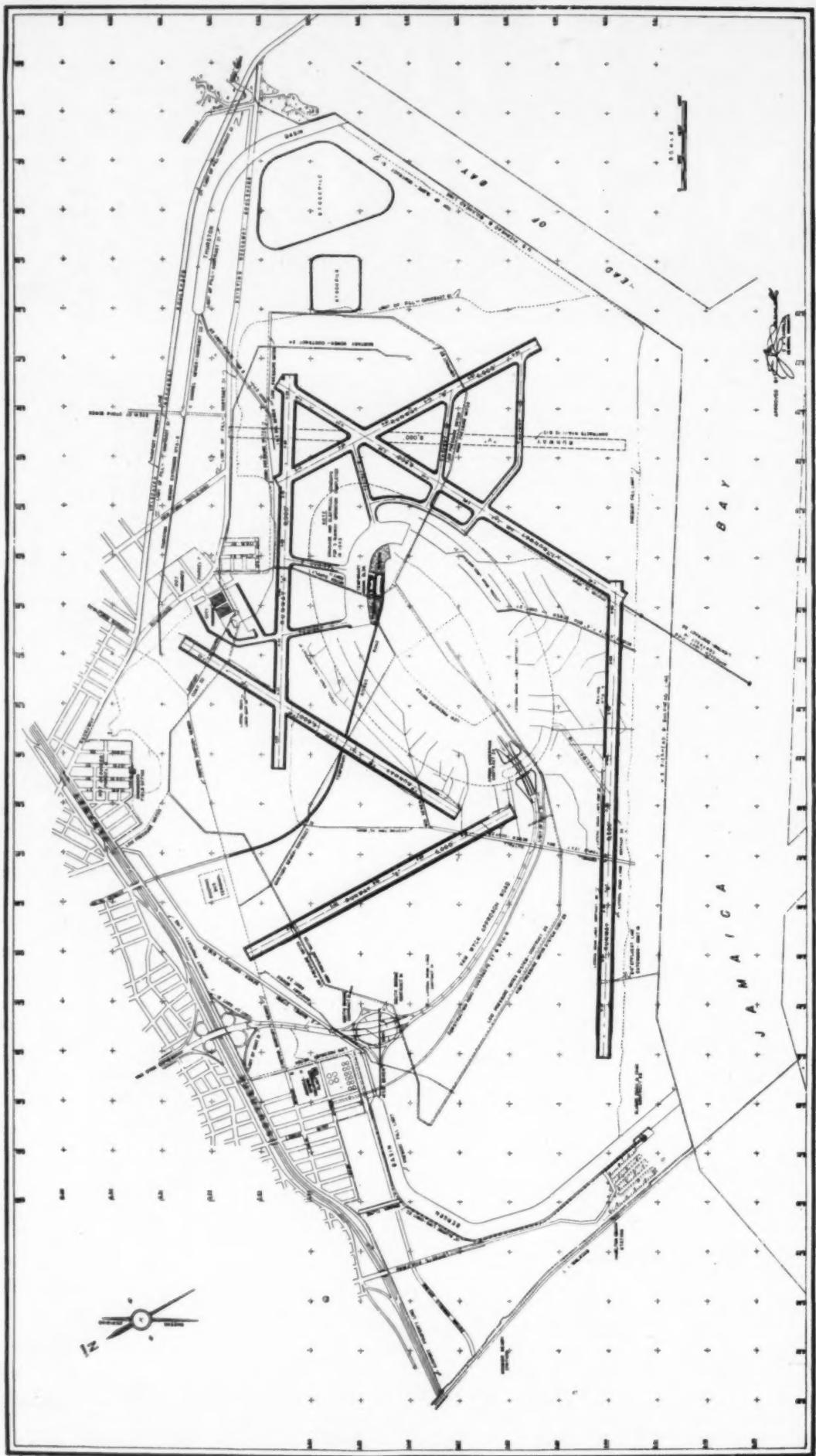


13 ★ No. 1
LY 1948

W E L C O M E I D L E W I L D

IDLEWILD

NEW YORK INTERNATIONAL AIRPORT



These Curtiss propeller features are service-proved



They have accumulated flying time on leading types of aircraft . . . over all air routes. Curtiss first introduced to service use automatic synchronization, reverse thrust and hollow steel blades—three great propeller developments. Each of these features has been *service-proved* on commercial and military aircraft. Each is *daily* adding more flying time. Here are the *service-proved* facts about . . .

1

CURTISS AUTOMATIC SYNCHRONIZATION

CURTISS AUTOMATIC SYNCHRONIZATION — It "gears" the speed of all engines electrically under the control of a single cockpit lever . . . eliminates noisy, tiring, off-rhythm engine "beat" . . . assures greater passenger comfort . . . frees flight crew for other duties.

2

CURTISS REVERSE THRUST —

It provides the smooth, *air-cushioned* landing that makes the trip end comfortably for the passenger . . . provides effective braking on wet, icy runways for greater safety. And for more economical operation, Curtiss *reverse thrust* permits backing and maneuvering without ground assistance . . . reduces brake and tire wear.

3

CURTISS HOLLOW STEEL BLADES

Save money flying or landing. Their strong, tough, hollow steel construction, their precision production by over 100 separate operations assure maximum resistance to erosion or abrasion even under extreme climatic or operating conditions.

A PRODUCT OF
PROPELLER DIVISION CURTISS WRIGHT CALDWELL, NEW JERSEY
FIRST IN FLIGHT

CURTISS ELECTRIC PROPELLERS



AIR CARGOREELS

HOW TO LOAD a Willys Overland jeep station wagon into a KLM cargoplane became no problem at all when this Cresci-Fredericks cargo loader (top) showed up at LaGuardia Field, New York. The jeep rolled up a short ramp onto the platform of the cargo loader, raised to the exact height of the plane's floor, and moved into the hold. It was stored in the forward section of the airfreighter.

◀ ORDINARY THREAD never gives an appearance of bulk, but here is Panagra to prove that the "sewing stuff" looms larger than a mere spool. For example, right now you're looking at a portion of a 50,000-pound consignment shipped from New York to Chile. This single shipment topped 7,000 pounds and reached the consignee less than 24 hours after it left the airport. Another satisfied shipper.

◀ NORTHWEST AIRLINES recently flew the first cargo of live Puget Sound dungeness crabs (if you're a seafood fancier, you'll lick your chops) from Seattle to New York for "planting" in the Atlantic Ocean. After checking at LaGuardia, crabs were transshipped to Booth Bay, Maine, via Northeast Airlines. Left to right are Adolph Flashner, "King of the Sea," who checked the crabs; Mary Lee Mohan, NWA stewardess; Larry Abbev, pilot; and Marion Loftus, NEA stewardess. Happy days for seafood addicts.

◀ FIFTEEN HUNDRED pounds of Belgian orchids, said to be a record air-shipment, were transported to New York last month by Sabena. Consigned by Flandria, Inc. to Clinton McDade, of Chattanooga, Tennessee, largest commercial orchid grower in the United States, the cargo totaled 2,434 orchid plants valued at more than \$15,000. Left to right are Ernest Richman, plant quarantine inspector, United States Department of Agriculture; Jacqueline Louise Neirimck, Sabena stewardess; and Thomas Flynn, orchid department manager, McHutchinson and Company, horticultural distributors. There's profit in airborne flowers.

◀ FINAL CHECK at Teterboro Airport, Teterboro, New Jersey, of a 5,000-pound cargo aboard a DC-3 chartered by Great Circle Airfreighters, bound for the State of Israel. Cargo consisted of 20,000 vials of anti-tetanus serum, blood plasma, and 20 sets of emergency operating-room equipment. Shown in this picture are Les Cottrell, pilot (left); and Solomon Freedman, director, American Red Mogen David for Israel, consignor of the shipment.

◀ MULTAN LAMB skins from Pakistan enter the cargo door of the Pan American World Airways Clipper Paul Jones at Karachi. Weighing 1,500 pounds, the furs form the van of some 60,000 pounds of furs to be flown to New York from Pakistan. Watching the loading operation at Karachi are Katherine Gillespie, Pan Am stewardess; and Nathan Fetner, of the Levy Fur Corporation, New York City.



AIR TRANSPORTATION

The world's first and only
air cargo magazine

Established October, 1942

AIR TRANSPORTATION, published on the 15th of each month, is devoted (1) to the furtherance of air cargo as the newest and most significant form of freight transportation, (2) the promotion of domestic and international air commerce as an integral factor in progress, prosperity and peace; and (3) the establishment of a safe and sound national as well as international air transportation system. Subscription rate for United States and Possessions, \$5.00 for one year, \$8.00 for two years, and \$11.00 for three years; foreign countries, \$6.00 for one year, \$10.00 for two years, and \$14.00 for three years.

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COVER

New York Harbor's world-famous Statue of Liberty, symbolizing here the freedom of flight. This is the month of the opening of the world's biggest airport—New York International Airport (Idlewild).

Alexander sized up the job . . . and wept



Legend has it Alexander wept when he decided there were too many worlds for one man to conquer. Today's businessman often feels the same way . . . when he faces one of those jobs that look impossible.

To equip executives and personnel to tackle "impossible" jobs, many of America's foremost corporations place company-owned air transportation at their disposal. Their nine-place Beechcraft Twin-Engine Executive Transports operate at 200 mph on the company's own schedules. They eliminate the waste of executive time and conserve energy as well. In the

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BEECHCRAFTS ARE THE AIR FLEET OF AMERICAN BUSINESS



Martin A. Kerner

Guest Air Cargo Editorial No. 9

By MARTIN A. KERNER

President, Customs Brokers and Forwarders

Association of America, Inc.

THE NEW YORK INTERNATIONAL AIRPORT, (IDLEWILD), when and if completed in accordance with plans, unquestionably will represent the largest, most modern, and best equipped airport in the world. As projected, this field, lying within the confines of the greatest city of the world, will have within its vast boundaries adequate space not only for all the international lines now serving the Port of New York, but in addition will have ample room for any other of the international lines which at present cannot serve this all-important Atlantic port because of inadequate landing facilities.

Naturally, the air commerce of the port must develop and expand in proportion to the number of lines serving it.

It is understood that when completed, the airport will contain customs personnel capable of handling any and all problems, and will include a custom house, an appraiser's stores, and a general order warehouse of its own. Such complete customs service would, of course, obviate the necessity of running back and forth between the airfield and the custom house at New York—no short distance each way—in order to complete the numerous details necessary to accomplish the clearance of an export or import shipment; it will provide the necessary facilities on the spot for the custom house broker and forwarder to establish an office with competent help. All this may be accomplished, provided the experience gained at LaGuardia Field is remembered and applied.

Custom house brokers and foreign freight forwarders are, however, a hard-bitten practical lot, having little faith in theory and plans, and demanding only practical accomplishments.

Unquestionably today Idlewild is definitely not as convenient from a ground transportation standpoint as is LaGuardia; consequently the various services which

must be performed both at the field and in the city itself must be accordingly delayed.

At the time of this writing, only a part of the international airlines have signed to have their terminus at Idlewild, while the remainder will continue to operate from LaGuardia. Thus, for some time to come, it will be necessary for the custom house broker and forwarder to establish duplicate offices and personnel at both fields. This naturally, must entail a great deal of confusion and additional expense. With the increased cost, the broker and forwarder have no choice but to increase their fees in order to compensate for the duplicated effort. Of course, many brokers and forwarders will be able to reduce their excess costs by use of the Air Clearance Association, which is the cooperative association sponsored by the Customs Brokers & Forwarders Association of America, Inc., managed and financed by and for the benefit of its members.

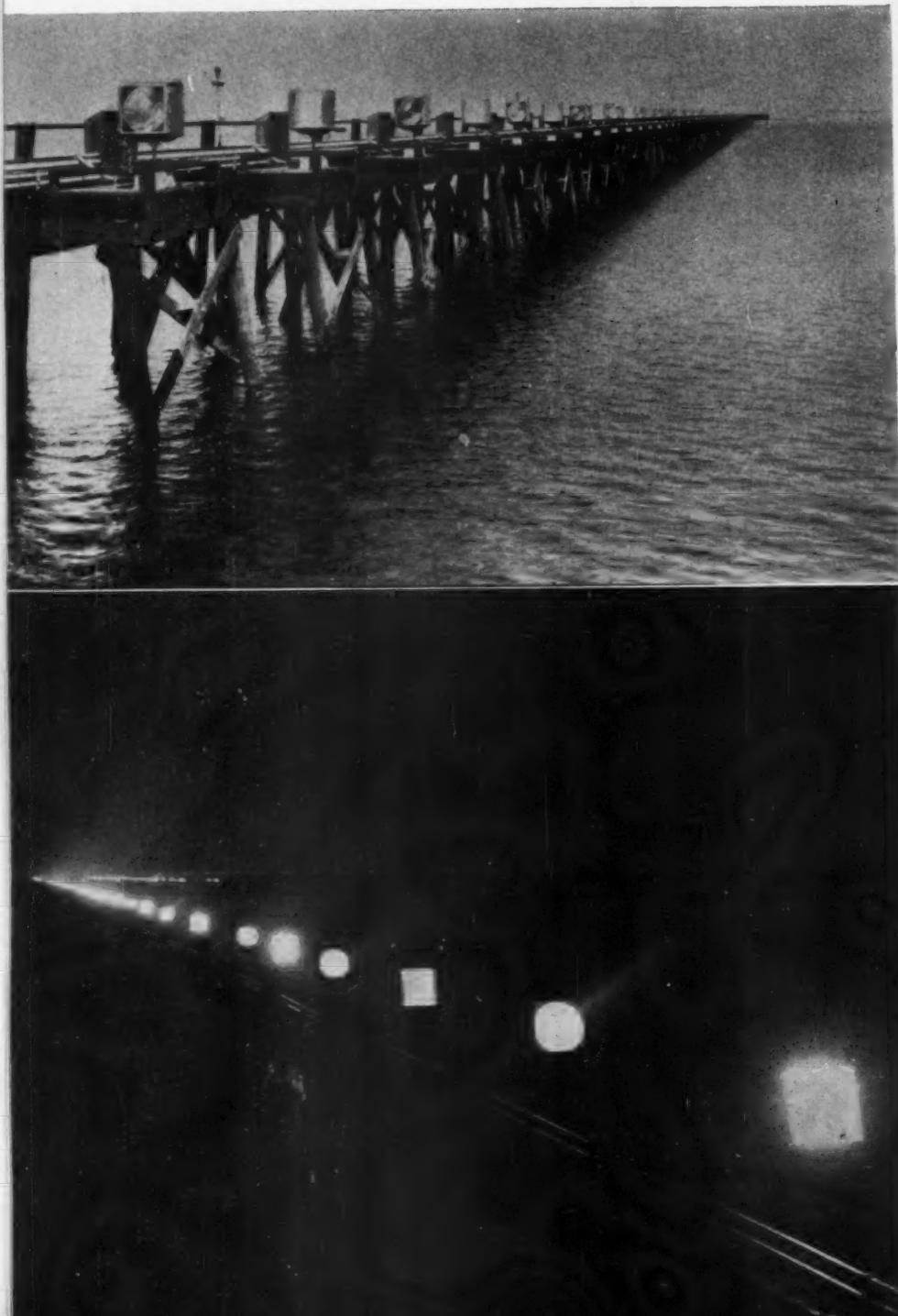
Since Idlewild lies at a greater distance from the business center of the city than LaGuardia, it is to be expected that the cost of transportation will also be increased. If the importers and exporters find that the use of Idlewild increases their expenses, it would be but natural for them to demand that their shipments be routed via lines serving LaGuardia. This is one of the reasons why some lines object to moving to Idlewild until the field is ready to receive all lines.

While the proposal for full customs service at Idlewild is ideal in theory, it must not be overlooked that the customs service, working under a budget unmercifully sliced and with a greatly reduced personnel, certainly at this time cannot provide the proposed service.

Yes, a completed Idlewild will be the realization of an ideal dream of the custom house broker and foreign freight forwarder, but until it is completed it is greatly feared that it may more likely represent a nightmare of headaches and confusion.

A PICTURE OF IDLEWILD . . . NOW AND TOMORROW

By JAMES C. BUCKLEY • Director of Airport Development
Port of New York Authority



ON July 1 the world's largest and most modern airport—New York International—was opened for commercial operations. On opening day virtually all of the terminal, cargo and hangar space available at the airport was already under lease or permit to the foreign-flag air carriers who will be its primary users during the first year of operations. When two additional hangars now under construction are completed in the last half of 1949, the American-flag carriers now operating at LaGuardia will be invited to transfer to New York International.

The new airport was opened and will be further developed and operated by The Port of New York Authority under the terms of a 50-year lease with the City of New York which went into effect June 1, 1947. Under the terms of this same lease the Authority is operating and will rehabilitate and develop LaGuardia Airport. Through a similar agreement with the City of Newark, the bi-state agency is also operating and developing Newark Airport. Such regional planning and development, making possible airport specialization and integration of services, will assure the New Jersey-New York Port District the most practicable and economic approach to unified development of its air terminals.

The Port of New York Authority is a municipal corporate instrumen-

DAY AND NIGHT views of Idlewild's lighting system. Nearly two-thirds of a mile long, the row of lights consists of 63 units mounted on the pier and seven on solid ground. The lights produce lightning-like flashes designed to penetrate any weather for a minimum of 1,000 feet. This system was developed by Westinghouse.



AIR VIEW of New York International Airport, popularly known as Idlewild, which is the largest airport in the world.

ality of the States of New York and New Jersey created by Treaty between the States in 1921, with the approval of the Congress, to deal with the planning and development of terminal and transportation facilities, and to facilitate the commerce of the metropolitan area. It operates without burden to taxpayers, financing its projects by the sale of its own bonds to the investing public. Port Authority bridges, tunnels and freight terminals are self-supporting, and are held in trust for the people of New York and New Jersey. In the case of the airports, Port Authority surveys have indicated that they too can be self-sustaining. They will be able to anticipate and fulfill the future demands of air transportation through the development of non-flight revenues, such as concessions and allied businesses. It is expected that such revenues can be developed to the point where they represent from 60 percent to 70 percent of the total airport income.



James C. Buckley

Six of the scheduled foreign-flag airlines and an air freight line have made arrangements to move their operations from LaGuardia Airport to New York International. These are: Air France, Peruvian International Airways, Linea Aeropostal Venezolana, Sabena, KLM Royal Dutch Airlines, the Scandinavian Airlines System, FAMA, and Seaboard and Western Airlines. FAMA,

for the past year and a half, has been flying non-scheduled runs between Buenos Aires and New York on an average of about one flight a week, but expects to establish regularly scheduled flights before the end of 1948. S&W is a United States all-cargo airline specializing in carrying general merchandise and live-stock between the United States and Europe, and the Near and Middle East.

Except for two large permanent hangars already available, current operations are being handled in temporary terminal buildings which will be used during the time required to plan and construct permanent facilities. The temporary facilities, however, are complete in every respect and include 2,280 square feet of ticket counter space, 6,307 square feet of space adjacent to ticket counters, 12,832 square feet for Customs, Immigration, and other Federal Inspection Services; and 39,200 square feet for cargo handling, ramp serv-

ice, and line maintenance. Compared with the international terminal at LaGuardia, these structures provide far greater space for passenger comfort, cargo handling and airline operations. The temporary facilities for Customs, Immigration and other Federal Inspection Services alone are 50 percent larger than the area occupied by these agencies at LaGuardia Airport.

Hangar Space

Each of the two permanent hangars has a floor space of more than an acre in addition to first and second-story lean-to space. One hangar is being made available to airlines, while two aircraft maintenance firms, Willis Air Service, Inc., and Sailors Aircraft Service, Inc., have divided the other facility between them. Two additional hangars are being constructed by the Port Authority. Each will be 300 feet wide and 217 feet deep, with a combined total of 129,600 square feet of hangar floor space and 84,200 square feet of ground floor and second floor lean-to space, in addition to 60,000 square yards of adjacent rentable paved apron area.

The two buildings now devoted primarily to cargo handling, one 180 feet by 340 feet, and the other 60 feet by 200 feet, provide a total of 39,200 square feet of overseas cargo handling space as compared with the extremely limited area that has been available for this purpose at LaGuardia Airport. These buildings will in time be replaced by permanent modern structures specially designed for efficient and rapid handling of air freight, express, and mail shipments.

At present on the airport's 4,900 acres there are six completed runways ranging in length from 6,000 feet to 9,600 feet, each 200 feet wide



Chief Pilot Douglas Larsen who "sat down" the first scheduled airliner—a Peruvian International Airways Skymaster—at Idlewild during familiarization test flights in June.

and with 50-foot asphalt shoulders on either side. A seventh and instrument runway, costing about \$3,000,000, will be completed late in 1949. During the next few months while it is under limited operation, the airport will use only three of these runways. One is 6,000 feet long, another 8,000 feet and the third 8,200 feet. The 8,200-foot runway is an instrument runway. It is equipped with the most modern approach light system to be found at any airport in the world. Seventy alternate blaze and flash units extend from the runway out into Jamaica Bay on a pier 2,500 feet in length. The lights can be operated as steady blazing units forming a pencil of light pointing to the end of the runway, or they can be operated as a flashing bolt of lightning traveling from the far end of the pier to the end of the runway at the rate of 40 bolts per minute. When operated at peak capacity each unit produces up to five billion candlepower, and is capable of piercing 1,000 feet of heavy fog.

In addition to the 160-acre terminal area, over 1,400 acres are available at the airport for hangar and base construction. It is anticipated that by 1960 New York International, operating on a seven-runway basis, will have a capacity of 1,000 plane movements per day with a take-off or landing every 30 seconds during peak traffic hours. Port Authority surveys have indicated that by that time it will be handling 10,624,000 airline passengers a year in addition to some 5,312,000 annual visitors.

In addition to being an airline terminal with a working population of 28,000 employees, New York International, in line with the Port Authority's general policy of airport development, will be a great recreational center where sightseeing and pleasure-seeking people will congregate. Non-airline sources of income will be increased accordingly.

The rapid growth of air cargo during the past several years has convinced the Port Authority that

(Continued on Page 40)



WE DELIVER THE GOODS FROM ANY PART OF THE WORLD TO ANY PART OF THE WORLD *on time!*

We have an outstanding reputation for delivering cargo to any destination promptly . . . Leading shippers have recommended us because of our efficient service.

Massce-Barnett Company
INTERNATIONAL FREIGHT FORWARDERS
CUSTOMS BROKERS
ESTABLISHED 1871
723 Seventh Avenue, New York 19, N.Y.



I. KLM Royal Dutch Airlines



2. Sabena



3. Linea Aeropostal Venezolana



4. Peruvian International Airways

ON THE DOTTED LINE

WHEN AIR TRANSPORTATION went to press, seven international airlines—six foreign and one air freight carrier representing the United States—had leased space at New York International Airport. The following will identify the officials appearing in the pictures on this page: (1) KLM—seated left to right: Austin J. Tobin, executive director, Port of New York Authority; C. F. C. Meuser, general manager, North American Division, KLM; William M. Schwarz, chief, Scheduled Air Transport Bureau, Port Authority. Standing left to right: Leander I. Shelley, general counsel; James C. Buckley, director of airport development, Port Authority; Hutchinson Du Bosque, assistant to regional operational manager, KLM; Linus H. Walker, adviser on American affairs, KLM. (2) Sabena—seated left to right: Tobin; Ann Nollen, legal adviser, and Fernand J. Martens, United States manager, Sabena. Standing left to right: Buckley; Shelley; Schwarz. (3) LAV—seated: Tobin (left), and Dr. Paulo Garcia Perez, president, LAV. Standing left to right: Cesar Ruiz, director of public relations, LAV; Schwarz; A. Garcia Carias, general manager, New York office; Antonio J. Dugarte, superintendent of maintenance and director, LAV. (4) PIA—seated left to right: Carlos A. Pezet, Peruvian consul; Howard S. Cullman, chairman of the Port Authority; Tobin; Richard Voss, vice president, PIA. Standing left to right: Buckley; Schwarz; Shelley; Luis Alzamora, Peruvian Tourist Bureau. (5) Air France—Seated: Tobin (left); Henri J. Lesieur, general manager, North American Division, Air France. Standing left to right: Schwarz; Jean Ponsot, assistant to general manager, Air France; Sidney Goldstein, assistant general counsel, Port Authority; Buckley. (6) Scandinavian Airlines System—Seated left to right: Tobin; Tore Nilert, president, and George P. Wally, treasurer and secretary, SAS. Standing left to right: Buckley; Goldstein; Maurice E. McLoughlin, SAS attorney; Schwarz; Sidney Hill, assistant to regional vice president-operations, SAS; Henry N. Davidson, attorney, Port Authority. (7) S&W—Seated: Tobin (left); Arthur V. Norden, vice president, S&W. Standing left to right: Shelly; Schwarz; John W. Moore, chief, Non-Scheduled Air Transport Bureau, Port Authority.



5. Air France



6. Scandinavian Airlines System



7. Seaboard and Western Airlines



A Well-known Banker Raps the Absence of a ...

NEGOTIABLE AIRWAYBILL

By A. M. STRONG
*Vice President
American National Bank
And Trust Company
Of Chicago*

THE rapid growth of transportation of merchandise by air in domestic and international commerce has accelerated the need for bank financing of air shipments. The foreign trader who sends his goods across our border or buys in foreign lands must obtain financing, for in normal times foreign trade is not conducted on a cash basis.

Imports and exports are, as a rule, financed by banks with reliance upon the collateral value of the underlying goods. However, goods shipped by air cannot be used as security for an export or import transaction. The airlines have not yet devised a negotiable airwaybill which would enable the shipper to transfer title to the goods. The airwaybills employed by the air carriers are receipts or consignment notes rather than bills of lading and are not documents of title.

While air shipments can be consigned to a bank, such a consignment is not a desirable arrangement for the bank. Banks are reluctant to act as consignees under a non-negotiable airwaybill, since most of the airwaybills contain liability clauses which make the consignees and the owner of the goods jointly liable for the payment of charges, advances, and fines, and for loss or damage when

the nature of the goods has not been fully described by the shipper. It is obvious that banks cannot assume these liabilities or responsibility for acts or omissions of the shipper.

Air shipping documents were reviewed by the Committee on Uniformity in Documents and Practices of the Bankers' Association for Foreign Trade in the annual reports rendered in 1944, 1945, and 1946. In its 1944 report, the Committee made the following statement:

"It appears that the airwaybills presently used do not clearly define in whom title to the goods is vested . . . The liability clauses impose upon a bank appearing as consignee many responsibilities, including liability for the actions of the shipper. The payment of duty by the carrier permissible under the conditions of certain airwaybills may exceed the bank's commitment under a letter of credit and is not in accord with the general practice in international trade."

"In the opinion of your Committee, the diversity in the present methods of consignment and in conveying title to the goods, and the liabilities imposed upon the consignee warrant caution in financing air shipments . . .

"The Committee recommends that a coordinated effort be made to devise a uniform negotiable or non-negotiable airwaybill suitable for bank financing."

The recommendation that a negotiable airwaybill be devised was reiterated in the 1945 report of the Committee. The report suggests:

"That the international air carriers devise uniform negotiable and non-negotiable airwaybills conveying title to the goods and suitable for bank financing;

"That the matter of air shipping

documents be given consideration in international arrangements and that uniform laws be adopted with regard to international air cargo shipments and the documents relating to such shipments;

"That the rules of the Warsaw Convention be studied by the International air carriers to determine whether a negotiable airwaybill would be effective in countries that have adhered to the Warsaw Convention, and, if necessary, bring about a revision of the rules."

Although three years have elapsed since these recommendations were made, the situation has not been remedied. It appears that one of the reasons for the reluctance of air carriers to introduce a negotiable airwaybill is the opinion held by some of the airlines that the Warsaw Convention of 1929 which governs international air traffic between the United States and most trading countries precludes the issuance of a negotiable airwaybill.

The Warsaw Convention was held in 1929 when air transportation of cargo was in its infancy and was limited to personal baggage and a few odd articles. The authors of the agreement did not visualize in 1929 that the transportation of goods by air would assume its present proportions. The rules of the Warsaw Convention dealing with air shipping documents evidently need clarification, and if the rules preclude the issuance of a negotiable airwaybill, they should be amended to meet present-day requirements.

The Committee on Air Transportation of the United States Associates

(Continued on Page 44)

How to Save on Overseas Distribution Costs With AMERICAN'S AIR CARGO



- Measure delivery times in hours instead of days or weeks
- Control inventory from your U. S. headquarters
- Save on warehousing costs at home and abroad
- Ship via one carrier through to final destination
- Free more working capital
- Gain competitive advantage in foreign markets

Regular use of American Airlines International Air Cargo makes possible faster, more efficient distribution to overseas points — and, by reducing "hidden transportation costs," makes your shipping more economical. You can operate with minimum inventories in foreign places — an important matter these days. You cut warehousing expenses drastically . . . save on packing costs . . . rapid turnover frees more working capital more quickly. Open new markets and widen old ones. American's International Air Cargo gets merchandise to market *when it's wanted*.

Shipments that take weeks by other transportation means get to Europe in a mere matter of hours — and arrive in tip-top condition. Your shipment moves *direct* from point of origin to specific destination — without delays at coast terminals, without slow, overland haulage. Twenty-two 4-engine Flagship flights every week. For details of American's complete, direct-action cargo service call your nearest American Airlines office or American Airlines, Inc., Cargo Division, 100 East 42nd Street, New York 17, N. Y.—or contact your International Cargo Agent.

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Ship by air . . .

Move your goods by American's Air Cargo and keep home-control of inventories. Adjust your policies to any change in conditions. Step up profit pace, cut down selling and shipping costs.

Travel by air . . .

Salesmen and all traveling personnel can get more done, more effectively, traveling by air. Save valuable man-hours on transatlantic trips. Make contacts personal. Extend the radius of your contacts.

Mail by air . . .

Shorten order-to-delivery-to-payment periods. Speed paper work and increase the rate of capital turnover. Make billings faster. Send out your field instructions more quickly — at economical rates.

AIR MAIL THIS COUPON TODAY

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100 East 42nd Street, New York 17, N. Y.
GENTLEMEN: We are interested in your AIRCONOMY PLAN and the possibility of cutting costs and raising profits. We would like to talk with your sales engineers and find out how your plan applies to our business.

NAME OF FIRM.....

NAME OF INDIVIDUAL.....

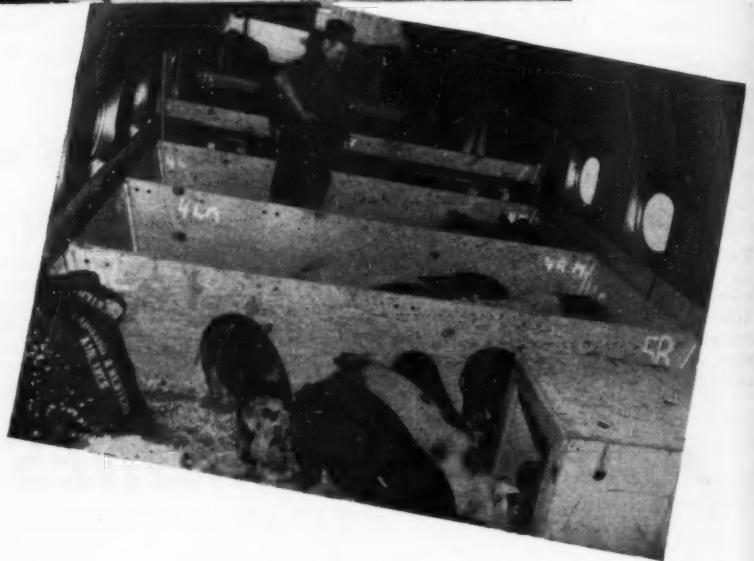
ADDRESS.....

TYPE OF BUSINESS.....

AMERICAN AIRLINES

AMERICAN AIRLINES, INC. • AMERICAN OVERSEAS AIRLINES, INC.

NOAH HAD A WORD FOR IT



NO T THAT AIRBORNE animals are rare—but before this we hadn't come across the barnyard variety which Seaboard and Western Airlines, international air freight carrier, zipped over the ocean in a single plane.

Seven bulls, two heifers, 50 swine, five dogs, and 16 White Leghorns—four score animals in all—comprised the 11,000-pound payload flown in 26 hours from LaGuardia Airport, New York, to Milan, Italy. Air Freight Associated Carriers was the forwarder for this record shipment. Carnation Farms, Washington, was consignor for most of the cargo.

Bouquets for Wallace P. Neth, S&W's traffic - warehousing - loading expert, who planned the loading of the DC-4. Bulls and heifers were tethered in prefabricated stalls in the forward part of the plane. Working backward, the pigs were penned in lots of five, with the dogs and chickens taking up the extreme rear. Completing the atmosphere was a deep layer of shavings on the floor of the plane, hay for cattle, and feeding troughs for the swine.

The pictures on this page show the various stages of loading at LaGuardia Airport.

The CASE of AIRLINE Z



**Martin 2-0-2 Flies Its Route
25% Faster than Prewar Plane!**

HERE ARE THE FIGURES!

FLIGHTS	Using Martin 2-0-2	Using Standard Prewar Plane
Boston to New York	45 min.	85 min.
New York to Philadelphia	37 min.	44 min.
Philadelphia to Baltimore	30 min.	40 min.
Baltimore to Washington, D. C.	20 min.	24 min.
Washington, D. C. to Elkins, West Va.	50 min.	74 min.
Elkins, West Va. to Parkersburg, West Va.	31 min.	43 min.
Parkersburg, West Va., to Cincinnati	51 min.	77 min.
Cincinnati to Indianapolis	40 min.	49 min.
Indianapolis to Chicago	52 min.	68 min.

MINUTES count when you're flying short-hop routes, because they're the places where profits leak away. That's why the Martin 2-0-2's time-gaining speed and much greater payload capacity are great news for airlines! This modern airliner offers high-speed luxury service to shorten schedules, attract more passengers and generate more traffic in cities with airports too small for most other airliners. The 2-0-2 can serve these smaller airports because it is CAA-approved to take off and land with maximum load in the shortest distance of any postwar airliner. It carries 36 passengers to the standard prewar twin-engine plane's 21. And its simplified loading, unloading and servicing means shorter stops between hops.

Airline Z is a typical example! Based on actual performance figures, a Martin 2-0-2, being 50% faster than pre-war planes, on this hypothetical route would save almost $2\frac{1}{2}$ hours between Boston and Chicago. That is a minimum saving of 25% in route time. Thus, the 2-0-2 would be landing in Chicago while the prewar plane was only halfway between Parkersburg, West Va., and Cincinnati, Ohio. And these figures assume the same ground time for both planes. Actually, the Martin 2-0-2 would save still more time because it requires less time on the ground between landing and taking off! Just additional velvet on the 2-0-2.

Here's one more example of why the Martin 2-0-2 . . . the world's top twin-engine airliner . . . is the plane to put airlines in the black! For full details, write today to: The Glenn L. Martin Company, Baltimore 3, Maryland.

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*Did you miss "The Case of Airline X" or "The Case of Airline Y"? We'll be happy to send you copies.



A quick survey of
what Australia
is doing in matters
concerning
air transportation

By NOEL HAWKEN

Things Are Humming In The South Pacific

THE announcement some months ago that the Matson service between the United States West Coast and Australia has been unprofitable directs attention not only to American shipping connections with Australia, but also to the rapid growth of air communication across the South Pacific.

Where, before the war, there was no direct air link between Australia and North America—and an indirect link with the United States through New Zealand only after 1938—there are now two thriving air operators: Pan American World Airways and British Commonwealth Pacific Airlines. PAA operates between San Francisco-Sydney and San Francisco-Auckland. BCPA flies the Sydney-Vancouver and Auckland-Vancouver routes.

The passenger capacity of these two lines between Australia-New Zealand and North America is, on present schedules, about 7,700 persons each way—a total of 15,400 berths. The lines also have a valuable freight capacity. It is clear, then, that even apart from Australia's dollar restrictions, which have had a serious effect on both sea and air bookings, the new South Pacific airlines have given a

considerable setback to shipping business. The South Pacific has seen, in other words, another chapter in the tussle between sea and air transport that began with the first major trans-oceanic commercial airlines between the wars.

With inauguration in 1946 of the BCPA service (in which Australia is partner with New Zealand and Great Britain), Australia increased significantly its standing as a major air nation. For many years it has been the terminal of services from Britain and Europe; now it is tied with the United States and Canada across the Pacific, and thence, across the Atlantic with the Old World. Instead of being a terminal, it has become a key point on a chain of airlines encircling the globe.

"All Red" Route

The idea of an "All Red" air route to link Canada, New Zealand, and Australia across the Pacific was prominent in discussions at the air conference of countries of the British Commonwealth at Montreal in 1944. Agreement on details was achieved at the British Commonwealth Civil Aviation Conference at Wellington, New

Zealand, in February and March of 1946. To conduct the service, the three governments agreed to the formation of British Commonwealth Pacific Airlines Limited.

Australia took over 50 percent of the shares, New Zealand 30 percent, and the United Kingdom 20 percent. The three directors chosen were Mr. Arthur W. Coles for Australia, Sir Leonard Isitt for New Zealand, and Lord Knollys for Britain. An alternate director, Sir Keith Smith, of Australia, has since been added. Sir Harold Hartley has succeeded Lord Knollys. Under the leadership of these men, the great task of organizing a new airline of world standing has gone ahead steadily despite the difficulties of the first postwar years.

The first question was: How to get planes? The directors found that it would take so long to obtain delivery of new aircraft that inauguration of BCPA services would be delayed for at least a year. The solution was to get an existing airline to operate the route under charter and a suitable company was found in Australian National Airways Ltd., Australia's biggest private enterprise aviation concern. ANA began the BCPA service with Douglas *Skymasters* in Sep-

tember, 1946, and continued under charter until April 21, 1948, when BCPA took over its own running, having acquired a fleet of four *Skymasters*.

As well as meeting the problem of aircraft, BCPA had to carry out prolonged negotiations with the United States on reciprocal rights in the Pacific. While these talks were in progress, certain temporary air carrier permits and operations specifications were arranged. On this temporary basis, BCPA began a fortnightly service between Sydney and Vancouver (by way of Fiji, Canton Island, Honolulu, and San Francisco) on September 15, 1946, without the right to pick up or set down passengers in Honolulu or San Francisco.

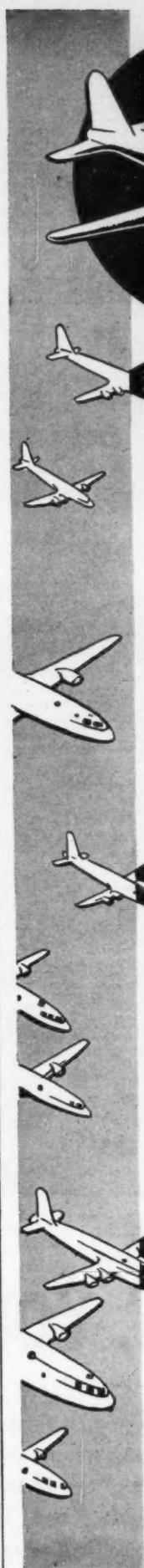
Bilateral Pact

Not long after, on December 4, 1946, a bilateral agreement between Australia and New Zealand on the one hand, and the United States on the other, was ultimately signed. It took some months to get final papers issued, and it was not until mid-February, 1947, that this full air transport agreement between the three countries came into full effect, giving BCPA traffic rights on American territory, instead of only transit rights, and giving PAA its connection with Sydney as well as with Auckland.

On February 21, 1947, the BCPA Sydney-Vancouver service was lifted to once a week, and since then—on July 23, 1947—has become three times a fortnight. The BCPA service between New Zealand and Canada (also by way of Fiji, Canton Island, Honolulu and San Francisco) was inaugurated on April 25, 1947, on the fortnightly basis that it has since retained.

PAA (which opened its San Francisco-Auckland service in 1938 only to be interrupted by the war) was also not backward in establishing its Australian link. Pending the issue of a permanent Australian license, PAA made weekly flights into Sydney from San Francisco (by way of Honolulu, Canton Island, Fiji and Noumea) in February and the first week in March. On March 10, the Australian license was received, and PAA now has a thrice weekly service each way on this route. It has a weekly service to and from Auckland. This follows the same route to San Francisco, except that it bypasses Noumea.

The upshot is that BCPA has the
(Continued on Page 46)



New Low Rates

FOR

Air Freight to Colombia

Barranquilla, Bogota, Cali, Medellin

Announced by International Air Freight, Inc.
West Palm Beach, Fla.

For further details regarding these new low rates now in effect for charter air freight service to Colombia or information regarding charter flights to and from all Latin America, write or phone.



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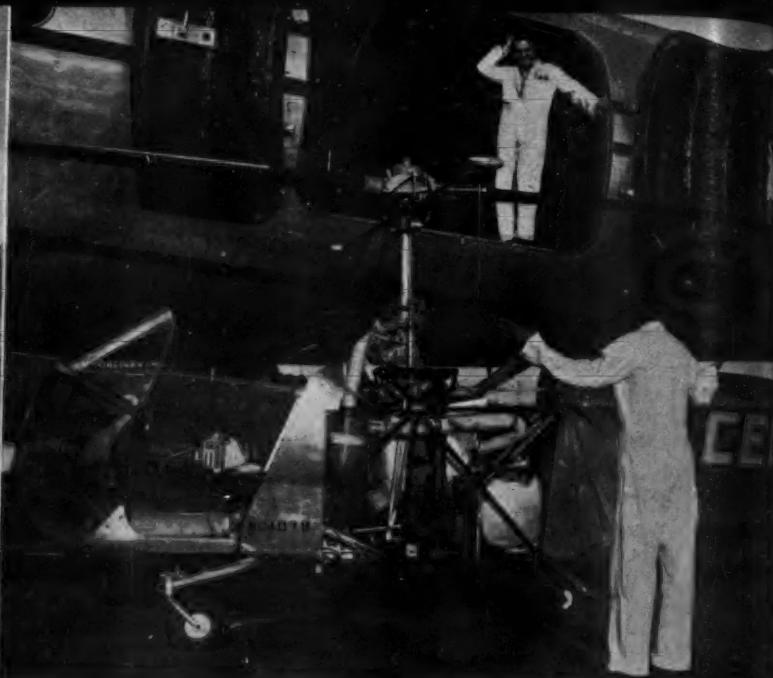
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OKAY, READY FOR JUNEAU

WHEN YOU GOTTA GO, YOU GOTTA GO

WELL, that's the problem a helicopter had when arrangements called for its delivery via air cargo from Seattle to Juneau, Alaska. Windmilling to the scene of its pick-up, the 1,815-pound "eggbeater" was disassembled at the airport, stowed into the cargo hold of a DC-4, and

transported to the Alaskan city in five hours. No crating was necessary. The helicopter, first commercial one in the Territory, was consigned to the United States Department of Interior. It is already in the service of the Department, gathering highly important data for its contour maps.

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AIR--X--PRESS

HIS YEN for the breakfast doughnuts he had enjoyed in a food shop in Chicago's Merchandise Mart prompted a New York businessman to telephone back for more when he reached New York several hours later. Four dozen doughnuts were air-expressed on the first available plane and delivered in time for the New Yorker's breakfast the following morning.

MORE ton-miles of air express are flown in one month now than were transported in an entire year a decade ago, according to the Air Express Division of Railway Express Agency. For the year 1938: 2,172,855 ton-miles; an average 1948 month: 2,200,000 ton-miles.

FIFTY-SIX HOP TOADS did their hopping by Air Express recently from Bloomington, Indiana to New York and thence to London. The hop-toads, call to foreign duty came from a University of Chicago biologist while he was demonstrating an experiment to a London colleague. He needed home-grown toads and so he contacted an Indiana dealer who supplies biological specimens to schools and universities. Placed in a lightweight wooden box fitted with four compartments, the toads were distributed 14 to a compartment in such a manner that they couldn't leap or crowd one another enroute.

AIR EXPRESS shippers didn't wait for the 21st birthday of the service—coming up in September—to give the Air Express Division of REA its 21st millionth shipment. The 21-million-mark was passed in May, 1948 and indications are that "22 million" will be in the record books before September 1st comes around.

AN UNUSUAL scientific interchange of two famous products—The Dungeness crab from Northwest Pacific waters and the Maine lobster from the Atlantic seaboard is now in progress, with Air Express as the vital and connecting link. From Seattle, the famed Dungeness crabs are being flown to the State of Maine fisheries department at Booth Bay, Maine, and in return, Main lobsters are air-expressed to the State of Washington fishery folk. This airborne transmigration is being supervised by expert biologists of both states, and is an experiment in the breeding of these two varieties of seafood in strange waters, using modern scientific methods. About three dozen crabs are shipped in each of the lightweight, aluminum containers that have been especially designed for the experiment.

WPIX, newest of New York City's telecasting stations, will use Air Express service to speed shipments of its daily and weekly newsreel issues to other video stations throughout the United States, it announced recently.

"Answer this question, Homer Sneed.
And you'll be living on Easy Street!"

WIN A MILLION



Emcee: "How much does it cost, by Air Express
To ship 10 pounds 1200 miles, no less?"

Homer: "Why didn't you ask me that *before*?
All it costs is \$3.84!"



"I use it many times each day—
It's the fastest possible way to make hay!
Easy Street's *already* my address,
Thanks to Scheduled Airline Air Express.

"What's more you get *door-to-door* service, too
—And all at *no extra cost* to you.
In these days of price inflation
Air Express rates are cause for elation!"

Specify Air Express—World's Fastest Shipping Service

- Low rates—special pick-up and delivery in principal U. S. towns and cities at no extra cost.
- Moves on all flights of all Scheduled Airlines.
- Air-rail between 22,000 off-airline offices.

True case history: Truck and auto parts comprise big portion of Air Express shipments. Keep equipment rolling! Typical 36-lb. shipment picked up Detroit late afternoon, delivered Salt Lake City noon next day. 1507 miles, Air Express charge \$16.58. Any distance similarly inexpensive. Phone local Air Express Division, Railway Express Agency, for fast shipping action.



Rates include pick-up and delivery door-to-door in all principal towns and cities

AIR EXPRESS, A SERVICE OF RAILWAY EXPRESS AGENCY AND THE

SCHEDULED AIRLINES OF THE U.S.

As in the United States, the British independent airlines have had to keep plugging hard to prove that successful operation is not the sole province of the scheduled lines. This article appears here by courtesy of *The Aeroplane*, a British periodical.



A LAMS cargoplane picking up a load at Sydney, Australia, for the long flight to London. British charter outfits are flying both American and British aircraft.

THE CHARTER BUSINESS IN BRITAIN

By David Brice, A.R.Ae.S.

A decade or so ago it was customary to congratulate the individual who, at his own risk, and often with his or some friend's money, succeeded in producing satisfactory results from the particular industry in which he was interested. Thus it was that such men as Hillman and Woods Humphreys were acclaimed as the great pioneers that they were, and those in the know, who could appreciate their value to British civil aviation, rejoiced that the spirit of initiative and drive which has characterized the growth of Britain, still lived in some.

Today we are confronted with a different attitude. Part of it is, perhaps, borne of an inverted form of snobbery. Some of it is probably due to the inherent distrust which the Englishman has of the new development. And the rest appears to be nothing more or less than a complacent smugness which rejoices in its own security, whilst condemning the foolishness of those unwary enough to seek their fortunes outside the realms of Government control. This attitude was recently epitomized by an eminent politician to whom I was introduced as one who was employed by a charter company. His remark:

"Oh, so you're in the racket," caused amusement to the bystanders, but to me seemed dreadfully symptomatic of this present state of mind.

Having spent eight years in our Government airlines, I am well familiar with the outlook of many of their employees. It goes something like this—charter companies are the typical sort of mushroom growth which develops after a war, and can be traced to universal shortages—this time of transport facilities. As soon as the airlines get into their stride, the charter business has "had it." Anyway, the charter companies are "carried" by the corporations, who provide all the ground facilities and but for whose benevolence they would all "fold up."

Thus runs the argument of the corporation men and indeed of a great many other people as well. The truth of the matter, however, and the future of it, is not quite as many believe it to be and, therefore, certainly bears investigation.

Disregard for the moment those companies who specialize in the small aircraft field, and who have always in the past, and will in the future, provide a useful service, in the same manner as the private car-

hire companies supplement the regular transportation facilities. Consider the new type of charter company which has developed in the past two years, the Industrial Charter Company.

I first heard about this idea in New York in 1945, when I was approached as to whether I was interested in joining a new American company which was about to be formed to cater for the needs of the great combines and corporations whose ramifications stretch across the world, and whose transportation problems are, therefore, of paramount importance. It was an idea to catch the imagination. One could visualize companies racing each other round the globe for the best markets; technicians rushing to cope with urgent problems; machinery being flown to key spots off the airline routes; leave schemes for personnel based in out-of-the-way places so that everyone got home once a year; mass immigration schemes; surveys, and boards of directors "going to see for themselves."

It is no coincidence, but merely evidence of a universal acceptance of the fact that there was some airline business to be got, which the sched-

uled carriers would have to leave out of their plans and that others had the same idea in their heads, both in this country, in the Empire, throughout Europe and indeed in every country where aviation had put on its long pants. So it was that in Britain, Skyways, LAMS (London Aero Motor Services), Lancashire Aircraft, Silver City Airways, and several others came into being, and today are wrestling with the problems of creating their own markets with varying success. Just how well this is being done is not always easy to assess, but at least one firm, Skyways, is flying between 70,000 and 90,000 miles a week with DC-4s, Yorks, Lancastrians, DC-3s and Doves.

The first great company to realize the benefits of having their own aerial transport system was the Anglo-Iranian Oil Company. With vast resources in Persia and other parts of the world, and large personnel movements accruing as a result, AIOC thought that there might be something in the idea of cutting down a three-week tanker trip to an overnight flight. Events have proved their wisdom. Last year, in spite of paying large sums for their Yorks and Lancastrians on charter from

Skyways, their statisticians came to the conclusion that the company had, in fact, saved money by reason of the man-hours saved by this speedier method of transport, and by the elimination of doubling up on staff against contingencies.

Since then, other companies such as Unilever, Kuwait Oil Company, Royal Dutch Shell, United Africa Company—to mention but a few—have begun to use this new service. Thus large bodies of people have begun to travel by air, who hitherto, by virtue of their numbers, or their out-of-the-way departure and arrival points, could not on the regular airline systems.

Community-Leave Scheme

Last April, in Rangoon, I discussed on general terms, the idea of developing a community-leave scheme with several of the large companies in Burma. The immediate reaction was one of approval. The Home Country became nearer, and, therefore, in many cases, the exile less tedious. Moreover, in the case of those who enjoyed their surroundings with no trace of nostalgia (usually the senior staff) the idea attracted because of its greater efficiency and time-saving

quality. The value of aviation in the mass-immigration schemes which are now developing, has already been reported in the press, and more, is yet to come.

Other classes of people, such as statesmen, politicians, trade commissioners, sailors, UN delegates, sportsmen and many others, have found it profitable to use the large charter planes and continuing to do so. In spite of the fact that they are denied by law in this country from selling individual seats to passengers, the big charter companies can, nevertheless, without subsidy in any shape or form, quote an aircraft hire charge, which, when split up into a price per passenger, still makes bulk travel a worth-while proposition.

On the freight side, equal opportunities exist, and by sheer perseverance and salesmanship, the charter companies are creating their own markets. In some cases, such as with the European fruit growers, no pressure was required, and last Summer saw tons of fruit arriving in this country. Food which otherwise, by virtue of long train and sea voyages, would never have reached Britain in a condition fit for human consumption.

(Continued on Page 42)

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AIR SHIPPING

[REQ. U. S. PAT. OFF.]

International Cargo Rates

Air cargo rates quoted are based on prevailing tariffs, airport to airport (see note). Shippers are warned however, that these rates are subject

All international rates are quoted on an airport-to-airport basis.

All international rates are quoted on an airport-to-airport service, with the pickup and delivery charges wholly apart.

International carriers whose schedules and rates are included here are indicated by the letter following the airport symbol (see below).

AIRPORT SYMBOLS

EDF—Anchorage	LRD—Laredo
SBU—Beaumont, Tex.	LIT—Little Rock, Ark.
BGR—Bangor, Me.	LAX—Los Angeles
BOS—Boston	MEM—Memphis
BRO—Brownsville, Tex.	MEX—Mexico City
BTW—Burlington, Vt.	MIA—Miami
CHI—Chicago	MIKE—Milwaukee
CLE—Cleveland	MPS—Minneapolis-St. Paul
CRP—Corpus Christi, Tex.	UL—Montreal
CTB—Cut Bank, Mont.	MSY—New Orleans
DAL—Dallas	LGA—New York
VIP—Detroit	EWR—Newark
DLH—Duluth	PUK—Paducah, Ky.
ELD—El Dorado, Ark.	PIA—Peoria, Ill.
ELP—El Paso	PHI—Philadelphia
EVV—Evansville, Ind.	PIT—Pittsburgh
FWA—Fort Wayne, Ind.	PDX—Portland, Ore.
FTW—Fort Worth	SY—Sydney, N. S.
GFK—Grand Forks, N. D.	STL—St. Louis
GRW—Greenwood, Miss.	SAT—San Antonio
HFD—Hartford	SFO—San Francisco
HAV—Havana	SEC—Seattle
HOT—Hot Springs, Ark.	SHV—Shreveport, La.
HOU—Houston	DRE—Tampa
HJR—Honolulu	HUF—Terre Haute, Ind.
IND—Indianapolis	TOL—Toledo, Ohio
JAN—Jackson, Miss.	DCA—Washington, D. C.

AIRLINE SYMBOLS

A—American Airlines
AF—Air France

AO	American Overseas
B	Braniff International Airways
BO	British Overseas Airways Corp.
C	Colonial Airlines
CS	Chicago & Southern Air Lines
EA	Express Aero Interamericana
K	KLM Royal Dutch Airlines
N	National Airlines
NE	Northeast Airlines
NW	Northwest Airlines
F	Fair American World Airways and affiliate
PH	Philippine Air Lines
P	Peruvian International Airways
S	Sabena
SA	Swissair
SI	Skyways International
SW	Seaboard & Western
SS	Scandinavian Airlines System
T	Trans-Canada Air Lines
TA	TACA Airways
TR	Transoceanic Air Lines
TW	Trans World Airline
U	United Air Lines
W	Western Air Lines

NOTE: Per pound rate is based on the average package weighing 25 lbs. Valuation rates are due only if consignments are shipped with declared value.

COMMODITY RATES: Apply to airlines.

AO: Valuation charge is applicable only on shipments with a valuation of over \$7.71 per pound. Minimum charge is as for 2 kilos (4.4 lbs.).

SW: Special rates for shipments of 1,000-4,000 lbs. and 5,000-9,999 lbs.

T: More economical rates are offered for bulk cargo. There is

* This involves onward carriage by another airline.

- This involves onward carriage by another airline.

INTERNATIONAL CARGO TABLES—Continued

Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart	
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value				Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value				Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value		
Baracoa, Cuba.	MIA P	.22	.16	.10	Dly	Bombay, India	LGA AO*	.22	.23	.96	20	Dly	Cali (cont'd)	MIA SI	.61	.46	10	Frequent
Barcelona, Spain	LGA AO*	1.58	1.24	.20	Su,T,Th		LGA SI	.24	.45	.88	20	Frequently	Camaguey, Cuba	MIA P	.12	.09	10	Dly
Barcelona, Venezuela	LGA P	.66	.54	.10	Dly		LGA TR	.22	.42	.25	20	Frequently	Campeche, Mexico	MIA P	.39		10	Dly
	MIA P	.53	.38	.10	Dly		LGA C*	.21	.45	.30				MSY P	.38		10	Dly
	MSY P	.93	.63	.20	Dly		DCA C*	.21	.45	.30				HOU P	.57		10	Dly
	HOU P	1.02	.68	.20	Dly		LGA BO	.23	.47	.30				BRO P	.49		10	Dly
	BRO P	.94	.64	.20	Dly		LGA TW	.23	.47	.30				CRP P	.53		10	Dly
	CRP P	.97	.65	.20	Dly		DCA TW	.23	.52	.25				LAX P	.89		10	Dly
	LAX P	1.36	.80	.20	Dly		PHL TW	.25	.50	.25				T,T,F				
	LGA C*	.75	.52	.20														
	DCA C*	.75	.52	.20														
	LGA SA	1.41	1.06															
Barranca, Bermaja, Col.	MIA P	.60	.41	.10	Dly	Bonaire, N.W.I.	MIA K	.44	.32			Dly except Sa	Cali (cont'd)	MIA SI	.61	.46	10	Frequent
	MSY P	1.12	.80	.20	Dly		MSY TA	.44	.34				Camaguey, Cuba	MIA P	.12	.09	10	Dly
	HOU P	1.28	.80	.20	Dly		MEX TA	.44	.34				Campeche, Mexico	MIA P	.39		10	Dly
	BRO P	.20	.10	.20	Dly		LGA AF	.38	1.04					MSY P	.38		10	Dly
	CRP P	1.23	.80	.20	Dly		BOS AF	.35	1.02					HOU P	.57		10	Dly
	LAX P	1.49	.80	.20	Dly		LGA C*	.21	.44	.20				BRO P	.49		10	Dly
	MIA P	.36	.26	.10	Dly		LGA BO	.21	.48	.20				CRP P	.53		10	Dly
	MSY P	.74	.52	.10	Dly		LGA TW	.24	2.42	.20				LAX P	.89		10	Dly
	HOU P	.84	.56	.10	Dly		DCA TW	.25	1.69					T,T,F				
	BRO P	.75	.53	.10	Dly		PHL TW	.25	1.69									
	CRP P	.78	.55	.10	Dly													
	LAX P	1.23	.80	.20	Dly													
	LGA C*	.55	.40	.30														
	DCA C*	.55	.40	.30														
	LGA SI	.44	.37	.10														
	MIA SI	.35	.25	.10														
	MIA K	.53	.38	.10														
Basel, Switzerland	MIA AO*	1.32	.99	.20														
	LGA TR	.92	.80	.124														
	HFD TR	.92	.80	.124														
	LGA C*	1.20	.92	.30														
	DCA C*	1.20	.92	.30														
	LGA AF	1.19	.88															
	BOS AF	.16	.06															
	LGA S	.20	.09															
	LGA SA	.19	.09															
	LGA K	.19	.09															
Basrah, Iraq	LGA K	.83	.32	.20	Dly except Su													
	LGA K	.95	.63	.20	Su,T,Th													
	LGA AO*	1.95	.63	.20	Su,T,Th													
	LGA SI	.20	.15	.25	Frequently													
	LGA C*	.83	.30	.30														
	DCA C*	.83	.30	.30														
	LGA BO	.85	.32	.30														
	LGA AF	.85	.32	.30														
	BOS AF	.82	.30	.30														
Bastia, Corsica	LGA AO*	1.48	1.20	.20	Dly													
	LGA AF	.29	.07															
	Batavia, Java	LGA AO*	.78	.46	.20	Dly												
	LGA SI	.98	.36	.25	Frequently													
	LGA K	.83	.32	.20														
	Batu, Brazil	LGA P	1.07			Dly												
	MIA P	.46	.20															
	MSY P	.60	.20															
	HOU P	1.79	.20															
	BRO P	.71	.20															
	CRP P	.74	.20															
	LAX P	.95	.20															
	MIA SI	.88	.60															
	LGA SI	.99	.68															
	Bayamo, Cuba	MIA P	.17	.13	.10													
	Beirut, Lebanon	LGA AO*	1.68	1.42	.20	Dly												
	LGA SI	2.50	1.50	.25	Frequently													
	LGA AF	1.62	1.12															
	BOS AF	1.59	1.10															
	BOS P	1.59	1.10															
	Belo Horizonte, Brazil	LGA P	.94	.68		Dly												
	MIA P	.69	.61	.10	Dly													
	MSY P	1.28	.81	.20														
	HOU P	1.38	.85	.20														
	BRO P	1.30	.81	.20														
	CRP P	1.33	.85	.20														
	LAX P	1.56	.80															
	MIA SI	.88	.60															
	LGA SI	.99	.68															
	Belfast, N. Ireland	LGA AO*	1.16	.89	.20	Dly												
	Belgrade, Yugoslavia	LGA AO*	1.54	1.20	.20	Su,T,Th												
	Belize, Br. Hond.	MSY TA	.39	.29														
	MEX TA	.39	.30															
	Bello Horizonte, Brazil	LGA P	1.64	.20		Dly												
	MIA P	1.44	.20															
	MSY P	1.56	.20															
	HOU P	1.77	.20															
	BRO P	1.69	.20															
	CRP P	1.72	.20															
	LAX P	1.99	.20															
	LGA AO*	1.20	.95	.20	Dly													
	LGA SS	1.28	.88	.20	T,Th,Sa													
	LGA TR	1.00	.85	.124	Frequently													
	LGA C*	1.27	.90	.30	Frequently													
	DCA C*	1.27	.90	.30														
	LGA BO	1.29	.92	.20	Su,T,Th,F,Sa													
	LGA BO	1.25	.90	.10	Su,M,T,Sa													
	MSY TA	.56	.42		M,W,F													
	MEX TA	.43	.33		T,Th,Sa													
	MSY P	1.08	.20		Dly													
	HOU P	1.19	.20		Dly													
	BRO P	1.11	.20		Dly													
	CRP P	1.14	.20		Dly													
	LAX P	1.28	.20		Dly													
	LGA C*	.75	.50	.30														
	DCA C*	.75	.50															

INTERNATIONAL CARGO TABLES—Continued

Dest.	Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart	
			Per Lb. Over Per 100 Value	Per Lb. Over Per 100 Value	Per \$100 Value				Per Lb. Over Per 100 Value	Per Lb. Over Per 100 Value	Per \$100 Value				Per Lb. Over Per 100 Value	Per Lb. Over Per 100 Value	Per \$100 Value		
Frequent Dly	Chimbala (cont'd)	MSY P	1.35	1.01	20	Su,T,F	Dakar, Senegal, F.W.Afr.	LGA P	1.68	1.21	20	M,Th	Gao, Fr. W. Africa	LGA AF	2.18	1.64	20	Th	
Dly		HOU P	1.41	1.06	20	Su,T,F		BOS P	1.65	1.19	20	M,Th		BOS AF	2.15	1.62	20		
Dly		BRO P	1.36	1.02	20	Su,T,F		LGA AO*	2.18	1.63	20	Dly	Genava, Switzerland	LGA AO*	1.34	1.00	20	Dly	
Dly		CRP P	1.38	1.04	20	Su,T,F		LGA AF	1.62	1.12	20	Twice Weekly		LGA SI	1.35	.90	20	Frequently	
Dly		LAX P	1.51	1.13	20	M,Th,Sa		BOS AF	1.50	1.10	20			LGA S	1.19	.88	20	M,T,W,Th,Sa	
T,P,R	Zambia, Any Desti- nation other than those name herein	MIA P	.72	.40	.10	Dly	Damascus, Syria	LGA P	1.62	1.12	20	T,Sp		LGA TR	.92	.77	12		
So,W,J		MSY P	1.18	.86	.20	Dly		BOS P	1.59	1.10	20	T,Sp		HFD TR	.92	.77	12	Frequently	
M,Th,J		HOU P	1.28	.86	.20	Dly		LGA AO*	1.81	1.31	20	Dly		LGA SW	.99	.85	22	Frequently	
M,Th,J		BRO P	1.20	.86	.20	Dly		LGA AF	3.20	2.37	20			LGA BO	1.19	.88	20	Dly except W	
M,Th,J		CRP P	1.23	.86	.20	Dly		LGA AF	3.17	2.34	20			LGA C*	1.17	.88	30		
M,Th,J		LAX P	1.49	.86	.20	Dly		BOS AF	3.17	2.34	20			DCA TW	1.17	.88	30		
M,Th,J	Kombo, Ceylon	LGA AO*	2.39	2.13	20	Dly		LGA BO	3.03	2.38	20	M,Th,F,Sa]		LGA SS	1.54	1.08	20	M,W,F,Sa	
M,Th,J		LGA BO	2.39	1.79	20	Th		MIA P	.45	.33	10	Dly		LGA AF	1.19	.88	20	Dly	
So,W,J		MIA P	1.27	.95	.20	Sa	Darwin, Australia	MIA P	.58	.42	10	Dly		BOS AF	1.16	.88	20		
So,W,J		MSY P	1.41	1.06	.20	F		MSY P	.68	.49	10	Dly		LGA K	1.19	.88	20	M,T,W,F,Sa	
Ts		HOU P	1.45	1.09	.20	F		BRO P	.60	.43	10	Dly		LGA TW	1.19	.88	25	M,Sa	
Ts		BRO P	1.41	1.06	.20	F		CRP P	.63	.45	10	Dly		DCA TW	1.39	.88	25	M,F	
Ts		CRP P	1.43	1.07	.20	F		LAX P	.77	.50	10	Dly		PHL TW	1.37	.88	25	W,Sa	
Ts		LAX P	1.56	1.16	.20	F		LAX P	.77	.50	10	Dly		YIP TW	1.44	.88	25	Sa	
Ts		LGA AO	1.23	.86	.20	Su,T,Sa		LGA B	1.22	.88	20			CHI TW	1.47	.88	25	Sa	
So,T,T		LGA SI	1.40	.90	.25	Frequently		LGA AO*	2.10	1.94	20	Dly		Georgetown, Br. Guiana	LGA P	.60	.55	10	Dly
So,T,T		LGA S	1.23	.86	.20	M,T,W,Th		LGA C	2.18	1.81	20			MIA P	.66	.47	10	Dly	
So,W,J		LGA TR	1.00	.75	12	Frequently		DCA C	2.18	1.81	20			MSY P	1.08	.71	20	Dly	
So,W,J		HFD TR	1.00	.75	12	Frequently		LGA BO	2.20	1.83	20	Su,M,T,F		HOU P	1.17	.76	20	Dly	
So,W,J		LGA C*	1.20	.86	30			LGA P	2.20	1.83	20			BRO P	1.09	.73	20	Dly	
So,W,J		DCA C*	1.20	.86	30			BOS P	2.17	1.80	20			CRP P	1.13	.74	20	Dly	
So,T,T		LGA BO	1.23	.86	20	Dly except W		LAX P	3.41	2.47	20			LAX P	1.46	.88	20	Dly	
So,T,T		LGA SS	1.23	.86	20	T,W,F,Sa		SFO P	3.41	2.47	20			MIA SI	.65	.46	10	Frequently	
So,T,T		LGA AF	1.23	.86	20	Dly		LGA P	1.91	1.43	20			LGA SI	.74	.55	20	Frequently	
So,T,T		BOS AF	1.20	.86	20	Dly		BOS P	1.88	1.41	20			Gibraltar, Gibraltar	LGA AO*	1.46	1.18	20	Dly
So,T,T		LGA K	1.23	.86	20	Dly		LGA SI	2.40	1.65	25			Glasgow, Scotland	LGA AO	.96	.72	20	M,Th,Sa
So,T,T		MIA P	1.37	.89	20	Dly		LGA TR	2.22	1.42	15			LGA SI	1.10	.70	25	Frequently	
So,T,T		MSY P	1.48	1.11	20	Dly		HFD TR	2.22	1.42	15			LGA TR	.78	.68	10	Frequently	
So,T,T		HOU P	1.52	1.14	20	Dly		LGA C*	1.89	1.41	30			LGA C*	.96	.68	30	Frequently	
So,T,T		BRO P	1.49	1.12	20	Dly		DCA TW	1.80	1.41	30			DCA C*	.96	.72	30		
So,T,T		CRP P	1.50	1.13	20	Dly		LGA TW	2.46	.25	25	Su,T,Th,F		LGA BO	.96	.72	20		
So,T,T		LAX P	1.65	1.24	20	Dly		DCA TW	2.50	.25	25			LGA SS	.96	.72	20	Dly	
So,T,T		SEC P	.60	.22	10	Dly		BOS AF	2.50	.22	20			LGA AF	1.31	.98	20		
So,T,T		LGA C*	.68	.30	30			LGA AF	2.53	.20	25			BOS AF	1.28	.98	20		
So,T,T		DCA C*	.68	.30	30			LGA TR	.96	.73	20	Dly		LGA K	.96	.72	20	Su,M,T,Th	
So,T,T		LGA P	.70	.37	10	Dly		HFD TR	.73	.63	10	Frequently		LGA BO	.37	.28	10	Dly	
So,T,T		MIA P	.48	.35	10	Dly		LGA AF	1.28	.96	20	Frequently		LAX P	.40	.30	10	Dly	
So,T,T		MSY P	.84	.58	20	Dly		LGA BO	1.52	1.14	20	Su,T,Th,F,Sa		MIA P	.39	.29	20	Su,T,Th,F	
So,T,T		HOU P	.93	.63	20	Dly		LGA AO*	2.66	2.33	20	Su,T,Th		MSY P	.36	.26	10	Frequently	
So,T,T		BRO P	.85	.59	10	Dly		LGA S	2.44	1.65	20	M,T,W,Th,Sa		HOU P	.45	.35	10	Twice Dly	
So,T,T		CRP P	.88	.60	10	Dly		LGA AO*	1.10	.87	20	Su,T,Th		BRO P	.37	.28	10	Dly	
So,T,T		LAX P	1.30	.86	20	Dly		LGA P	1.02	.73	20			CRP P	.40	.30	10	Dly	
So,T,T		MIA P	1.36	.86	20	Su,W		LGA P	1.70	.80	20			LAX P	.30	.20	10	Dly	
So,T,T		MSY P	1.48	.86	20	M,F		MIA P	1.48	.20	20			MIA P	.20	.15	10	Dly	
So,T,T		HOU P	1.58	.86	20	M,F		MSY P	1.64	.20	20			LGA P	.36	.26	10	Twice Dly	
So,T,T		BRO P	1.50	.86	20	M,F		HOU P	1.08	.79	20			MSY P	.45	.35	10	Twice Dly	
So,T,T		CRP P	1.53	.86	20	M,F		BRO P	1.02	.76	10			BRO P	.37	.28	10	Twice Dly	
So,T,T		LAX P	1.69	.86	20	Su,Th		CRP P	1.05	.78	10			CRP P	.41	.30	10	Twice Dly	
So,T,T		MIA P	.78	.58	10	Su,M,W,F		LAX P	1.22	.92	20	T,F		LAX P	.53	.42	10	Dly	
So,T,T		MSY P	1.02	.75	10	Su,T,Th,Sa		SEC P	1.40	.15	10	Dly		MSY TA	.39	.29	20	M,W,F	
So,T,T		HOU P	1.09	.79	20	Su,T,Th,Sa		LGA P	1.70	.20	20	Su,W		MEX TA	.23	.17	10	T,Th,Sa	
So,T,T		BRO P	1.03	.76	10	Su,T,Th,Sa		MIA P	1.48	.20	20			MIA P	.76	.57	10	Dly	
So,T,T		CRP P	1.05	.76	10	Su,T,Th,Sa		MSY P	1.64	.20	20			MSY P	.99	.74	10	Dly	
So,T,T		LAX P	1.22	.92	20	M,W,F,Sa		HOU P	1.87	.20	20	M,W		HOU P	1.06	.78	20	Dly	
So,T,T		MIA P	.60	.41	10	Dly		BRO P	1.70	.20	20	M,W		BRO P	1.00	.75	20	Dly	
So,T,T		MSY P	1.12	.86	20	Dly		CRP P	1.51	.20	20	Dly		CRP P	1.04	.77	10	Dly	
So,T,T		HOU P	1.28	.86	20	Dly		LAX P	1.54	.20	20	Dly		LAX P	1.20	.91	20	Dly	
So,T,T		BRO P	1.20	.86	20	Dly		LAX P	1.72	.20	20	Dly		BRO B	.88	.68	20	M,W,F	
So,T,T		CRP P	.97	.66	20	Dly		MIA P	.42	.31	10	Dly		CHI B	.90	.70	20	Dly	
So,T,T		LAX P	1.33	.86	20	Dly		MIA P	.59	.41	15	T,Th,Sa		CRP B	.87	.67	20	Dly	
So,T,T		MIA P	.78	.58	10	Su,T,Th,Sa		LGA AO	1.20	.87	20	Dly		DAL B	.88	.68	20	Dly	
So,T,T		MSY P	1.02	.75	10	Su,T,Th,Sa		LGA P	1.30	.20	20	Dly		YIP B	.88	.69	20	Dly	
So,T,T		HOU P	1.09	.79	20	Su,T,Th,Sa		MIA P	1.23	.20	20	Dly		FTW B	.88	.68	20	Dly	
So,T,T		BRO P	1.03	.76	10	Su,T,Th,Sa		MSY P	1.44	.20	20	Dly		HOU B	.86	.67	20	Dly	
So,T,T		CRP P	1.05	.76	10	Su,T,Th,Sa		HOU P	1.50	.20	20	Dly		IND B	.87	.68	20	Dly	
So,T,T		LAX P	1.22	.92	20	Dly		BRO P	1.51	.20	20	Dly		LRD B	.88	.68	20	Dly	
So,T,T		MIA P	.78	.58	10	Su,T,Th,Sa		CRP P	1.54	.20	20	Dly		MSY B	.89	.69	20	Dly	
So,T,T		MSY P	.93	.60	10	Dly		LAX P	1.72	.20	20	Dly		SAT B	.87	.67	20	Dly	
So,T,T		HOU P	1.02	.68	20	Dly		MIA P	.92	.77	20	Dly		HAV B	.71	.53	10	Dly	
So,T,T		BRO P	.94	.64	20	Dly		LGA P	1.40	.25	20	Su,M,W,F		MIA SI	.75	.55	10	Dly	
So,T,T		CRP P	.97	.66	20	Dly		LGA P	1.35	.2									

INTERNATIONAL CARGO TABLES—Continued

Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart	
		Per Lb. Over 100 Lbs.	Per Lb. Over 100 Lbs.	Per \$100 Value				Per Lb. Over 100 Lbs.	Per Lb. Over 100 Lbs.	Per \$100 Value				Per Lb. Over 100 Lbs.	Per Lb. Over 100 Lbs.	Per \$100 Value		
Havana (cont'd)	HOU CS	.16	.16	.15	Dly	Jerusalem (cont'd)	DCA TW	2.04	.25	M, Sa		La Guaira (cont'd)	CRP P	.23	.43	.20	Dly	
	MSY CS	.15	.13	.15	Dly		CHI TW	2.12	.25	Sa			LAX P	1.30	.40	.20	Dly	
	STL CS	.19	.17	.15	Dly		YIP TW	2.09	.25	Sa			LGA K	.47	.52	.20	Frequently	
	IND CS	.19	.17	.15	Dly		BOS TW	1.97	.25	M, F			LGA SI	.56	.45	.10	Frequently	
	BUJ CS	.18	.16	.15	Dly		PHL TW	2.02	.25	M, Th, Sa			MIA SI	.47	.34	.10	Frequently	
	ELD CS	.19	.17	.15	Dly		LGA SA	1.62	.12				LGA C*	.04	.52	.30		
	EVV CS	.18	.16	.15	Dly	Jibuti, Fr. Somaliland	LGA BO	3.09	.15				DCA C*	.64	.52	.30		
	FWA CS	.20	.18	.15	Dly	Jidda, Saudi Arabia	LGA BO	1.85	.20				BUJ CS	.57	.44	.15	T, Th, Sa	
	GRW CS	.17	.15	.15	Dly	Joao Pessoa (Cabedelo)	LGA P	1.47	.20	Th			CHI CS	.50	.40	.15	T, Th, Sa	
	HOT CS	.23	.20	.15	Dly		MIA P	1.26	.20	Sa			YIP CS	.59	.46	.15	T, Th, Sa	
	JAN CS	.17	.15	.15	Dly		MSY P	1.49	.20	Th			ELD CS	.56	.45	.15	T, Th, Sa	
	LIT CS	.20	.18	.15	Dly		HOU P	1.63	.20	Th			EVV CS	.57	.44	.15	T, Th, Sa	
	MEM CS	.17	.15	.15	Dly		BRO P	1.55	.20	Th			FWA CS	.59	.46	.15	T, Th, Sa	
	PUK CS	.18	.16	.15	Dly		CRP P	1.58	.20	Th			GRW CS	.56	.45	.15	T, Th, Sa	
	PIA CS	.20	.18	.15	Dly		LAX P	1.52	.20	W			HOT CS	.58	.45	.15	T, Th, Sa	
	SHV CS	.19	.17	.15	Dly	Johannesburg, U. of So. Africa	LGA K	2.50	.18	M, Th			HOU CS	.57	.44	.15	T, Th, Sa	
	HUF CS	.20	.18	.15	Dly		LGA P	2.50	.18	M, Th			IND CS	.58	.45	.15	T, Th, Sa	
	TOL CS	.20	.18	.15	Dly		BOS P	2.47	.18	M, Th			JAN CS	.56	.43	.15	T, Th, Sa	
	MIA K	.06	.10	T, F			LGA BO	2.50	.18	Su, T			LIT CS	.58	.45	.15	T, Th, Sa	
	MIA EA	.08	.06	.15	Dly		LGA AO*	2.58	.20	Dly			MEM CS	.56	.42	.15	T, Th, Sa	
	LGA EA	.14	.14	.15	Dly		LGA SI	2.65	.20	Frequently			MSY CS	.55	.42	.15	T, Th, Sa	
	MIA N	.06	.06	Dly			LGA SA	2.50	.18				PUK CS	.57	.44	.15	T, Th, Sa	
	DRE N	.00	.07	Dly			LGA S	2.50	.18	M, T, W, Th			PIA CS	.59	.46	.15	T, Th, Sa	
	DCA N	.18	.16	Dly			LGA C*	2.48	.18				STL CS	.58	.45	.15	T, Th, Sa	
	EWR N	.19	.17	Dly			DCA C*	2.48	.18				SHV CS	.58	.45	.15	T, Th, Sa	
	BRO B	.21	.19	M, W, P									HOF CS	.59	.46	.15	T, Th, Sa	
	CHI B	.26	.24	M, W, E									TOL CS	.59	.46	.15	T, Th, Sa	
	CRP B	.20	.18	M, W, F									CHI NW	2.05	2.22	20	Three Wkly	
	DAL B	.20	.18	M, W, F									CLE NW	2.00	2.26	20	Three Wkly	
	FTW B	.21	.19	M, W, F									YIP NW	2.08	2.28	20	Three Wkly	
	HOU B	.18	.16	M, W, P									LAX NW	2.80	2.10	20	Three Wkly	
	LRD B	.23	.20	M, W, F									MKE NW	2.96	2.22	20	Three Wkly	
	SAT B	.20	.18	M, W, F									MPS NW	2.94	2.21	20	Three Wkly	
Helsinki, Finland	LGA AO	1.43	.97	20	T, Th, Sa		BOS AF	1.78	.34	Three Wkly			PIT NW	3.00	2.27	20	Three Wkly	
Hermosillo, Mexico	LAX P	.24	.10	Dly									SFO NW	2.80	2.10	20	Three Wkly	
Holguin, Cuba	MIA P	.15	.11	Dly									SEC NW	2.80	2.10	20	Three Wkly	
Honda, Colombia	MIA P	.64	.43	Dly									DCA NW	3.01	2.27	20	Three Wkly	
Hong Kong, Br. Crn. Col.	LGA P	2.59	2.35	20									MIA P	1.15	.85	20	M, T, W, Th	
	BOS P	2.56	2.20	20									MIA P	1.31	.96	20	M, T, Th, F, Sa	
	LAX P	2.67	1.93	20	Su, M, W, Sa								HOU P	1.37	1.03	20	Dly	
	SFO P	2.67	1.93	20	Su, M, W, Sa								BRO P	1.33	.99	20	M, T, Th, F, Sa	
	LGA AO*	2.58	2.32	20	Dly								CRP P	1.35	1.01	20	Dly	
	LGA SI	2.72	2.32	25	Frequently								LAX P	1.49	1.12	20	Su, M, W, Th	
	SFO PH	2.50	1.80	20	W, Sa								LGA SI	1.23	.93	20	Frequently	
	HJR PH	2.00	1.32	20									MIA SI	1.14	.84	20	Frequently	
	LGA BO	2.59	2.32	20									LGA AO*	1.19	.87	20	Su, T, Th	
	LGA AP	2.59	2.32	20														
	BOS AP	2.56	2.20	20														
	CHI NW	2.64	1.92	20	Three Wkly													
	CLE NW	2.69	1.94	20	Three Wkly													
	YIP NW	2.68	1.96	20	Three Wkly													
	LAX NW	2.50	1.80	20	Three Wkly													
	MKE NW	2.66	1.92	20	Three Wkly													
	MPS NW	2.64	1.91	20	Three Wkly													
	LGA NW	2.73	1.97	20	Three Wkly													
	PIT NW	2.70	1.97	20	Three Wkly													
	PDX NW	2.50	1.80	20	Three Wkly													
	SFO NW	2.50	1.80	20	Three Wkly													
	SEC NW	2.50	1.80	20	Three Wkly													
	DCA NW	2.71	1.97	20	Three Wkly													
Honolulu, T. H.	LAX P	.71	.57	10	Dly	Karlstad, Sweden	LGA AO*	1.90	.84	20	Dly		Lorwick, Scotland	LGA P	2.25	1.69	20	M, Th
	SFO P	.71	.57	10	Dly	Ketchikan, Alaska	LGA BO	1.90	.84	20	Su, T, Th, F, Sa		Lethbridge, Alb., Can.	LGA AO*	1.74	1.42	20	M, Th
	LAX U	.71	.57	10	Dly	Khartoum, Anglo-Egyptian Sudan	LGA AF	1.90	.84	20	Three Wkly		Libreville, Fr. Eq. Af.	LGA AF	2.15	1.61	20	Dly
	SFO U	.71	.57	10	Dly	Kindu, Belg. Congo	LGA SI	2.37	.87	20	Frequently		Liege, Belgium	LGA S	1.14	.84	20	Dly
Iguazu Falls, Brazil	LGA P	1.75	20	Sa, T		Kingston, Jamaica	LGA TR	2.04	.50	20	Frequently		Lillehammer, Norway	LGA AO*	1.23	.86	20	M, T, W, Th
	MIA P	1.51	20	Sa, T			MIA P	.20	.15	10	Dly		Lima, Peru	MIA P	.99	.74	10	M, Th
	MSY P	1.69	20	Sa, F			MIA SI	.18	.14	10	Dly			MSY P	1.16	.87	20	Dly
	HOU P	1.92	20	Sa, Y			MIA TR	.20	.15	10	Su, T, Th, F, Sa			HOU P	1.23	.91	20	Dly
	BRO P	1.84	20	Sa, F			MIA SI	.20	.15	10	Dly			BRO P	1.17	.88	20	Dly
	CRP P	1.87	20	Sa, F			MIA TR	.20	.15	10	Dly			CRP P	1.21	.90	20	Dly
	LAX P	2.14	20	Tb, Sa			MIA TR	.20	.15	10	Dly			LAX P	1.39	1.04	20	Dly
Ipiales, Colombia	MIA P	.72	.49	10	Dly		MIA TR	.20	.15	10	Dly			LGA PI	1.13	.84	20	T, W, Th, Sa
	MSY P	1.12	.40	20	Dly		MIA TR	.20	.15	10	Dly			DCA PI	1.12	.82	20	T, W, Th, Sa
	HOU P	1.20	.40	20	Dly		MIA TR	.20	.15	10	Dly			MIA SI	.97	.73	25	Frequently
	BRO P	1.15	.40	20	Dly		MIA TR	.20	.15	10	Dly			LGA S	1.00	.64	10	Frequently
	CRP P	1.18	.40	20	Dly		MIA TR	.20	.15	10	Dly			CRP P	1.13	.67	20	Frequently
	LAX P	1.42	.40	20	Dly		MIA TR	.20	.15	10	Dly			DAL B	1.11	.65	20	Frequently
Isle of Man, U. K.	LGA AO*	1.17	.90	20	Dly		MIA TR	.20	.15	10	Dly			FTW B	1.11	.65	20	Frequently
Istanbul, Turkey	LGA K	1.62	1.12	20	T		MIA TR	.20	.15	10	Dly			LGA P	1.01	.76	20	Dly except S
	LGA P	1.62	1.12	20	W, Sa		MIA TR	.20	.15	10	Dly			LGA P	.98	.74	20	Dly except S
	BOS P	1.59	1.10	20	W, Sa		MIA TR	.20	.15	10	Dly			LGA SI	1.20	.78	25	Frequently
	BOS AF	1.59	1.10	20	W, Sa		MIA TR	.20	.15	10	Dly			LGA S	1.52	1.06	10	Frequently
	LGA AF	1.62	1.12	20	W, Sa		MIA TR	.20	.15	10	Dly			LGA C*	.99	.76	30	Frequently
	LGA AO*	1.95	1.56	20	Dly		MIA TR	.20	.15	10	Dly			DCA C*	.99	.76	30	Frequently
	LGA SI	1.90	1.56	20	Frequently		MIA TR	.20	.15	10	Dly			LGA BO	1.01	.76	20	Dly except S
	LGA C*	1.60	1.10	30			MIA TR	.20	.15	10	Dly			LGA AF	1.00	.63	20	Dly
	DCA C*	1.60	1.10	30			MIA TR	.20	.15	10	Dly			BOS AF	1.00	.60</td		

INTERNATIONAL CARGO TABLES—Continued

INTERNATIONAL CARGO TABLES—Continued

Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart
		Per Lb. Over 100 Lbs.	Per Lb. Over 100 Lbs.	Per \$100 Value				Per Lb. Over 100 Lbs.	Per Lb. Over 100 Lbs.	Per \$100 Value				Per Lb. Over 100 Lbs.	Per Lb. Over 100 Lbs.	Per \$100 Value	
Panama City, Panama	MIA P	.89	.29	.10	Twice Dly	Prague (cont'd)	HFD TR	1.00	.85	.12	Frequently	Salta, Argentina	MIA P	1.20	.88	.20	Su,T,F
	MSY P	.64	.46	.10	Dly		LGA SW	1.03	.83	.22			MSY P	1.42	1.07	.20	M,Th,F
	HOU P	.71	.50	.10	Twice Dly		LGA C*	1.28	.91	.30			HOU P	1.46	1.10	.20	M,Th,F
	BRO P	.66	.47	.10	Twice Dly		DCA C*	1.28	.91	.30			BRO P	1.42	1.07	.20	M,Th,F
	CRP P	.70	.49	.10	Twice Dly		LGA BO	1.30	.03	.20	M,T,Sa		CRP P	1.44	1.08	.20	M,Th,F
	LAX P	.63	.63	.20	Dly		LGA SS	1.30	.03	.20	Su,M,W,F		LAX P	1.55	1.16	.20	Su,W,F
	MSY TA	.64	.46		M,W,F		LGA SA	1.30	.03				MSY TA	1.28	.96	.20	Sa
	MEX TA	.53	.38		T,Tb,Sa		LGA AF	1.30	.03				MSY P	1.41	1.06	.20	F
	LGA PI	.53	.40	.10	T,W,Th,Sa		BOS AF	1.27	.01				HOU P	1.46	1.10	.20	F
	DCA PI	.52	.39	.10	T,W,Th,Sa		LGA K	1.30	.03	.20	M,Tb,Sa		BRO P	1.42	1.07	.20	F
	MIA SI	.38	.28	.10	Frequently	Preston, Cuba	MIA P	.20	.15	.10	Dly		CRP P	1.44	1.08	.20	F
	LGA SI	.47	.37	.10	Frequently	Prestwick, Scotland	MIA AO	.96	.72	.20	M,Tb,Sa		LAX P	1.55	1.16	.20	Su,W,F
Paramaribo, Surinam	LGA P	.77	.59	.10	Dly		LGA SS	.96	.72	.20	Dly		MSY P	1.31	.98	.20	Sa
	MIA P	.73	.51	.10	Dly		UL T	.90	.67				HOU P	1.43	1.07	.20	F
	MSY P	1.14	.74	.20	Dly		LGA SW	.81	.61	.22			BRO P	1.48	1.11	.20	F
	HOU P	1.23	.79	.20	Dly		DAL B	.41	.17				CRP P	1.46	1.10	.20	F
	BRO P	1.15	.75	.20	Dly		FTW B	.41	.17				LAX P	1.56	1.17	.20	F
	CRP P	1.18	.76	.20	Dly		LRD B	.41	.17				MSY P	1.28	.96	.20	Sa
	LAX P	1.48	.80	.20	Dly		SAT B	.34	.17				HOU P	1.41	1.06	.20	F
Paris, France	LGA AO*	1.25	.93	.20	Su,T,Th	Puerto Cabezas, Nic.	MSY TA	.60	.47				BRO P	1.46	1.10	.20	F
	LGA SI	1.20	.79	.25	Frequently	Puerto Cortes, Hond.	MEX TA	.48	.38				CRP P	1.40	.43	.10	F
	LGA S	1.12	.82		M,T,W,Th,Sa		MSY TA	.49	.37				LAX P	1.56	.56	.10	F
	LGA TR	.58	.50	.12	Frequently	Puerto Suarez, Bolivia	MEX TA	.36	.28				MSY TA	.54	.39	.10	F
	HFD TR	.86	.70	.12	Frequently		MIA P	1.32	.09	.20	Sa		MEX TA	.42	.31	.10	M,W,F
	LGA SW	.91	.74	.23			MSY P	1.44	1.08	.30	F		HOU P	.50	.30	.10	T,Tb,Sa
	DCA C*	1.13	.81	.30			BRO P	1.45	1.09	.30	F		BRO P	.56	.40	.10	Twice Dly
	LGA BO	1.09	.82		Su,T,Th,F,Sa		LAX P	1.58	1.19	.20	Th		CRP P	.40	.32	.10	Twice Dly
	LGA SS	1.53	1.04	.20	Su,M,W,F		HOU P	1.40	1.12	.20	F		LAX P	.72	.56	.10	Sa
	LGA AF	1.09	.82		Dly		CRP P	1.46	1.10	.20	P		MSY TA	.54	.39	.10	F
	BOS AF	1.08	.90				MIA P	.62	.42	.10	Su		MIA SI	.27	.24	.10	Frequently
	LGA K	1.15	.83		Dly		MSY P	1.14	.10	.20	P		LGA SI	.35	.32	.10	M,W,F
	LGA TW	1.09			Dly		BRO P	1.19	.10				MSY TA	.46	.36	.10	T,Tb,Sa
	BOS TW	1.22			M,F		LAX P	1.46	.20				BRO P	.36	.26	.10	Thrice Dly
	PHL TW	1.27			M,Sa		HOU P	1.40	1.12	.20	F		CRP P	.44	.31	.10	T,Tb,Sa
	DCA TW	1.29			Sa,T		CRP P	1.46	1.10	.20	P		LAX P	.56	.45	.10	F
	YIP TW	1.24			Sa,T		MIA SI	.73	.53	.10	Frequently		MSY TA	.39	.29	.10	M,W,F
	CHI TW	1.37			Sa		LGA SI	.82	.62	.10	Frequently		MEX TA	.26	.20	.10	T,Tb,Sa
Parnahyba, Brazil	LGA P	.53	.20		Sa,T		MSY P	.98	.72	.10	Dly		MIA P	.13	.10	.10	Frequently
	MIA P	1.19			Sa		HOU P	1.05	.70	.10	Dly		MSY P	.50	.30	.10	Twice Dly
	MSY P	1.38			Th,Su		BRO P	.99	.73	.10	Dly		BRO P	.41	.30	.10	Dly
	HOU P	1.56			Sa,Th		CRP P	1.03	.75	.10	Dly		CRP P	.44	.32	.10	Dly
	BRO P	1.48			Th,Su		LAX P	1.18	.90	.20	Dly		LAX P	.56	.45	.10	Dly
	CRP P	1.51			Sa,Th		MIA SI	.73	.53	.10	Frequently		MSY TA	.39	.29	.10	M,W,F
	LAX P	1.67			W,Sa		LGA SI	.82	.62	.10	Frequently		MEX TA	.26	.20	.10	T,Tb,Sa
Pasto, Colombia	MIA P	.74	.50	.10	Dly		MSY P	1.56	1.17	.20	Dly		MIA P	.42	.31	.10	Dly
	MSY P	1.15			Dly		HOU P	1.27	.20				MSY P	.50	.30	.10	Twice Dly
	BRO P	1.18			Dly		BRO P	1.22	.20				BRO P	.50	.30	.10	Dly
	CRP C	1.21			Dly		LAX P	1.46	.20				CRP P	.41	.30	.10	Dly
	LAX P	1.45			Dly		MIA P	1.24	.10				LAX P	.56	.45	.10	Dly
Peiping, China	CHI NW*	2.85	2.11	.20	Thrice Wky		MSY P	1.50	.91	.20	Dly		MSY TA	.85	.58	.10	Dly except Sa
	CLE NW*	2.88	2.15	.20	Thrice Wky		HOU P	1.64	.20				BRO P	.75	.57	.10	T
	YIP NW*	2.87	2.15	.20	Thrice Wky		CRP P	1.59	.20				CRP P	.46	.33	.10	M,W,Sa
	LAX NW*	2.69	1.99	.20	Thrice Wky		LAX P	1.84	.20				LAX P	1.14	.10	.10	Sa,T,F
	MKE NW*	2.85	2.11	.20	Thrice Wky		MIA SI	1.25	.15	.20	Frequently		CRP P	.44	.32	.10	Dly
	MPS NW*	2.82	2.10	.20	Thrice Wky		LGA SI	1.35	1.25	.20	Frequently		LAX P	1.33	.10	.10	Dly
	SFO NW*	2.85	1.85	.20	Thrice Wky		LGA T	.68					MSY TA	.85	.58	.10	Frequently
	SEC NW*	2.58	1.85	.20	Thrice Wky		HOU P	1.64	.20				MSY P	.95	.68	.10	Dly
	DCA NW*	2.76	2.02	.20	Thrice Wky		BRO P	1.56	.20				MSY P	1.38	1.04	.20	Sa,T,F
	LGA NW*	2.92	2.16	.20	Thrice Wky		CRP P	1.59	.20				HOU P	1.44	1.07	.20	Sa,T,F
	PIT NW*	2.89	2.16	.20	Thrice Wky		LAX P	1.84	.20				BRO P	1.39	1.04	.20	Sa,T,F
	PDX NW*	2.69	1.99	.20	Thrice Wky		MIA SI	1.25	.15	.20	Frequently		CRP P	1.41	1.06	.20	Sa,T,F
Pereira, Colombia	MIA P	.64	.43	.10	Dly		LGA SI	1.35	1.25	.20	Frequently		LAX P	1.53	1.15	.20	M,Th,Sa
	MSY P	1.03		.10	Dly		LGA AF	2.04	1.83				MSY TA	.85	.58	.10	Frequently
	BRO P	1.14		.10	Dly		MIA P	1.32	.99	.20	Sa		MSY P	1.43	1.08	.20	Sa,T,F
	CRP C	1.06		.10	Dly		MSY P	1.44	1.08	.20	F		MSY P	.96	.68	.10	Frequently
	LAX P	1.33		.20	Dly		HOU P	1.49	1.12	.20	F		BRO P	1.48	1.10	.20	Dly
Port au Prince, Haiti	MIA P	.25	.19	.10	Dly		BRO P	1.45	1.09	.20	F		CRP P	1.48	1.11	.20	Dly
Port Bell, Uganda	LGA BO	2.18	1.64	.20	Sa,T,F		CRP P	1.46	1.10	.20	F		LAX P	1.60	1.20	.20	Dly
Port of Spain, Trinidad	MIA P	.25	.19	.10	Dly		LGA BO	2.01	1.81				MSY P	1.44	.99	.20	W,Sa
	MSY P	.99	.67	.20	Dly		LGA AF	2.04	1.83				DCA PI	1.43	.98	.20	W,Sa
	HOU P	1.08	.71	.20	Dly		MIA P	1.32	.99	.20	Sa		CRP P	1.40	.99	.20	Dly
	BRO P	1.00	.67	.20	Dly		MSY P	1.44	1.08	.20	F		LGA P	1.42	.86	.20	Dly
	CRP P	1.03	.60	.20	Dly		HOU P	1.49	1.12	.20	F		CRP P	1.70	.99	.20	Dly
	LAX P	1.41		.20	Dly		LGA SS	1.39	1.25	.20			LAX P	1.09		.20	Dly
	MIA SI	.58	.39	.10	Frequently		LGA TR	1.05	.95	.15	Frequently		MIA SI	.81	.50	.20	Frequently
	MSY P	.99	.67	.20	Dly		HFD TR	1.05	.95	.15	Frequently		LGA SI	.85	.50	.20	Frequently
	BRO P	1.00	.67	.20	Dly		LGA SW	1.12	.90	.20			MIA P	1.28	.20	.20	Dly
	CRP P	1.03	.60	.20	Dly		LGA C*	1.30	.90	.30			MSY P	1.54	.84	.20	Dly
	LAX P	1.41		.20	Dly		LCA BO	1.33	.95	.20			HOU P	1.72	.50	.20	Dly
	MIA SI	.58	.39	.10	Frequently		LGA BO	1.33	.95	.20			BRO P	1.64	.50	.20	Dly
	MSY P	.99	.67	.20	Dly		LGA SS	1.70	1.20	.20			CRP P	1.67	.50	.20	Dly
	BRO P	1.00	.67	.20	Dly		LGA AF	1.33	.95	.20			LAX P	1.94	.50	.20	Dly
	CRP P	1.03	.60	.20	Dly		BOS AF	1.30	.93	.							

INTERNATIONAL CARGO TABLES—Continued

Depart	Destination	Airport and Airline	RATES (See Notes)				Depart	Destination	Airport and Airline	RATES (See Notes)				Depart	Destination	Airport and Airline	RATES (See Notes)				Depart								
			Per Lb. for 100 Lbs.	Per Lb. Over 100 Lbs.	Per \$100 Value	Per Lb. for 100 Lbs.	Per Lb. Over 100 Lbs.	Per \$100 Value		Per Lb. for 100 Lbs.	Per Lb. Over 100 Lbs.	Per \$100 Value	Per Lb. for 100 Lbs.			Per Lb. Over 100 Lbs.	Per \$100 Value												
T.F.	Singapore, Mal. St.	HJR PH	2.00	1.33	.20	Su,Th	Talara (cont'd)	HOU P	1.11	.83	.20	Dly	Tumaco (cont'd)	MSY P	1.14	.84	.20	F											
Th,F		LGA AF	2.86	2.54				BRO P	1.05	.79	.20	Dly		HOU P	1.25	.92	.20	F											
Th,F		BOS AF	2.83	2.52				CRP P	1.07	.80	.20	Dly		BRO P	1.17	.85	.20	W,Sa											
Th,F		EDF NW	2.40	1.75	.20	Thrice Wkly		LAX P	1.28	.97	.20	Dly		CRP P	1.20	.88	.20	W,Sa											
Th,F		CHI NW	2.66	1.92	.20	Thrice Wkly		LGA AF	2.65	1.99		Weekly		LAX P	1.44	.97	.20	Th											
W,W,F		CLE NW	2.69	1.96	.20	Thrice Wkly		BOS AF	2.62	1.97				LGA AF	1.46	1.12	.20	Su,T,Th											
		YIP NW	2.69	1.96	.20	Thrice Wkly		HOU P	.15	.11	.10	Dly		LGA AO*	1.27	.97	.20	F											
		LAX NW*	2.50	1.80	.20	Thrice Wkly		BRO P	.10	.08	.10	Dly		BOS AF	1.34	.97	.20	W,Sa											
		MKE NW	2.66	1.92	.20	Thrice Wkly		CRP P	.13	.10	.10	Dly		LGA K	1.37	.97	.20	W,Sa											
		MPS NW	2.64	1.91	.20	Thrice Wkly		LAX P	.76		.10	Dly		LGA TW	1.37		.25	Th											
		LGA NW	2.73	1.97	.20	Thrice Wkly							Tunis, Tunisia	HOU P	.26		.10	Dly											
		PIT NW	2.70	1.97	.20	Thrice Wkly								BRO P	.18		.10	Dly											
		PDX NW*	2.50	1.80	.20	Thrice Wkly								CRP P	.21		.10	Dly											
		SEC NW	2.50	1.80	.20	Thrice Wkly								LAX P	.74		.10	Dly											
		LGA P	.92	.69	.20	Dly									MIA P	.62		.10	Dly except Sa										
		BOS P	.89	.67	.20	Dly									MSY P	.59		.10	Dly except F										
		DCA P	1.07	.82	.20	Dly									HOU P	.50		.10	Dly except Sa										
		LGA AO	.92	.69	.20	Dly									BRO P	.43		.10	Dly except Sa										
		LGA SI	1.10	.70	.20	Frequently									CRP P	.45		.10	Dly except F										
		LGA TR	.68	.58	.10	Frequently									LAX P	.83		.10	Dly except F										
		HFD TR	.70	.60	.10	Frequently										MIA P	.62		.10	Dly except F									
		LGA SW	.77	.61	.24	Frequently										MSY P	.59		.10	Dly except F									
		LGA SA	.92	.69												HOU P	.50		.10	Dly except Sa									
		UL T	.86	.65												BRO P	.43		.10	Dly except Sa									
		LGA BO	.92	.69	.20											CRP P	.45		.10	Dly except Sa									
		LGA AF	.92	.69												LAX P	.83		.10	Dly except Sa									
		BOS AF	.59	.67													MIA P	.62		.10	Dly except F								
		LGA TW	.92	.69	.25	Dly											MSY P	.59		.10	Dly except F								
		BOS TW	1.03	.75	F												HOU P	.50		.10	Dly except F								
		FHL TW	1.08	.75	M,Sa												BRO P	.43		.10	Dly except F								
		YIP TW	1.15	.82	M,Sa												CRP P	.45		.10	Dly except F								
		DCA TW	1.10	.82	M,Sa												LAX P	.83		.10	Dly except F								
		CHI TW	1.17	.82	Sa													MIA P	.62		.10	Dly except F							
		CHI NW*	2.88	2.14	20	Thrice Wkly												MSY TA	.44		.10	Dly except F							
		CLE NW*	2.91	2.18	20	Thrice Wkly												MEX TA	.31		.10	Dly except F							
		YIP NW*	2.90	2.18	20	Thrice Wkly												LGA T	.30		.10	Dly except F							
		LAX NW	2.72	2.05	20	Thrice Wkly													Uyuni, Bolivia	.24		.10	Dly except F						
		MKE NW*	2.88	2.14	20	Thrice Wkly													Usumbura, Bol. Congo	.24		.10	Dly except F						
		MPS NW*	2.86	2.13	20	Thrice Wkly													Victoria, Brazil	.24		.10	Dly except F						
		PIT NW*	2.92	2.19	20	Thrice Wkly													Vancouver, B. C., Can.	.04		.10	Dly						
		PDX NW*	2.72	2.02	20	Thrice Wkly													LGA U	.96		.10	Dly						
		SFO NW*	2.72	2.02	20	Thrice Wkly													LGA T	.96		.10	Dly						
		SEC NW*	2.72	2.02	20	Thrice Wkly														SEC U	.04		.10	Dly					
		LGA AO*	2.70	2.38	20	Su,T,Th																							
		LGA TR	3.45	1.57	.25	Frequently																							
		HFD TR	2.45	1.57	.25	Frequently																							
		LGA BO	2.58	2.29	.20	M,Th,F,Sa																							
		BOS AF	2.55	2.27																									
		LGA AF	2.58	2.29																									
		MSY TA	.55	.42																									
		MEX TA	.45	.38																									
		LGA AO*	1.44	1.10	20	Su,T,Th																							
		LGA AO*	1.64	1.30	20	Su,T,Th																							
		LGA AO*	2.76	2.50	20	M,Th,Sa																							
		LGA BO	2.77	2.32	20	M,Th,Sa																							
		LGA S	2.28	1.85																									
		LGA AO*	1.16	.91	20	M,Th,Sa																							
		LGA SS	1.20	.88	20	Su,Th,Sa																							
		BOS T	.20			Dly																							
		LGA T	.32			Dly																							
		LGA P	.46	.41	10	Dly																							
		MIA P	.45	.33	10	Dly																							
		MSY P	.96	.70	10	Dly																							
		HOU P	1.18	.80	20	Dly																							
		BRO P	1.10	.70	20	Dly																							
		CRP P	1.12	.70	20	Dly																							
		LAX P	1.35	.70	20	Dly																							
		LGA AO*	.42	.32	20	Dly																							
		BOS T	.48			Dly																							
		LGA T	.52			Dly																							
		LGA P	.54	.47	10	T,Th,Sa																							
		MIA P	.53	.38	10	Dly																							

Current Net Advisory Rates for War, Strikes, Riots, Etc. Generally in Use in American Marine Insurance Markets for Mail & Air Shipments

(Excluding All Shipments to, from, or via Arabia, Egypt, Lebanon, Palestine, Syria, and Trans-Jordan)
Schedule Dated July 15, 1948

A—Registered Mail, excluding Registered Air Mail and Air Express:

All securities, including non-negotiables, documents and similar interests—20% of Cargo Rates, with 1½c minimum.
Currency including jewelry, precious stones and metals, etc.; also miscellaneous cargo—100% of Cargo Rates.

B—Registered Air Mail and/or Air Express and/or other shipments by air: Western Hemisphere excluding shipments between points in Continental United States and/or Canada:

All securities, including non-negotiables, documents and similar interests.....	1½c%
All other classes of property	2½c%

Gold, All Securities, including non-negotiables, documents and similar interests	All Other interests
---	------------------------

UNITED STATES or CANADA to or from:

1. (a) British Isles, Eire, Sweden, France, Holland, Belgium, Portugal, Spain, Switzerland, Iceland and Greenland	1½c%	2½c%
(b) Italy	3½c%	6½c%
2. Africa except Egypt	1½c%	2½c%
3. Cyprus, Turkey, Greece, Iran and Iraq.....	2½c%	5c%
4. Afghanistan and Ceylon (if direct)	3¾c%	7½c%
5. India and Pakistan	6½c%	12½c%
6. Chungking	3¾c%	7½c%
7. Australasia	1½c%	2½c%
8. Philippine Islands	3¾c%	7½c%

C—Ordinary Parcel Post, Government Insured Parcel Post, Registered Post, Ordinary Mail (Excluding Air Mail) except

(A) Shipments to from Spain under policies endorsed with Airborne Clause, Lisbon rate will be charged, plus an additional charge of 2½c% because of the possibility that shipments of valuables may go forward to or from interior points by air.

(B) United States to from Mexico 2½c%, provided assured agrees to pay reduced rate on all shipments, otherwise individual shipments at full cargo schedule rate.

(C) United States or Canada to or from Hawaiian Islands—Transpacific Cargo Rate.

D—Express (Excluding Air Express)—Charge Cargo War Risk Schedule Rates.

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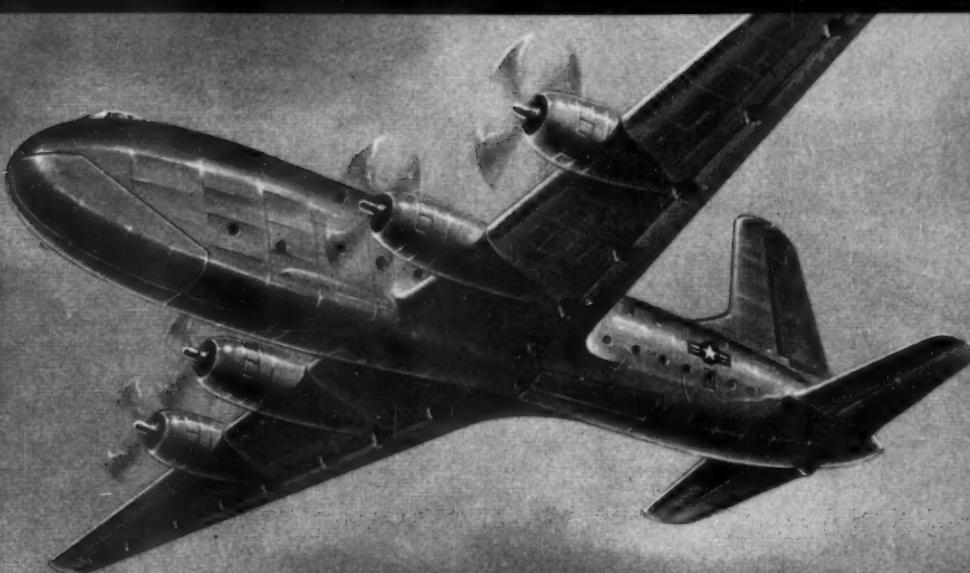
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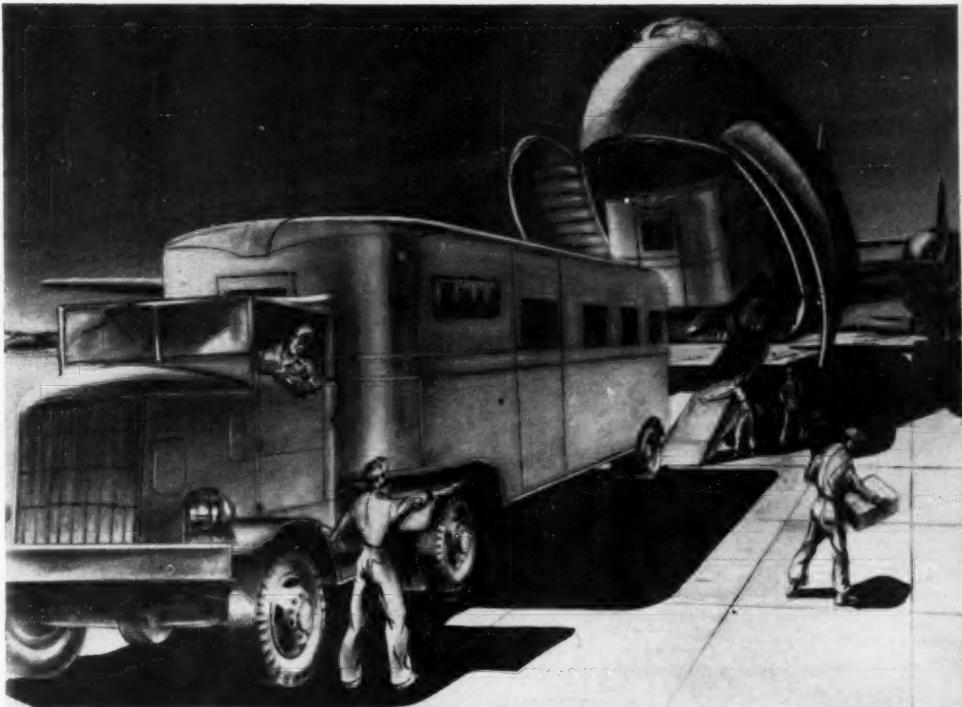
C-54x2½ = C-124

THE TITLE tells at least part of the story . . . for when the first of the 28 ordered Douglas C-124s comes off the production line, it will be two-and-a-half times bigger than the familiar four-motored work-horse of the airways, the C-54 (DC-4 *Skymaster*).

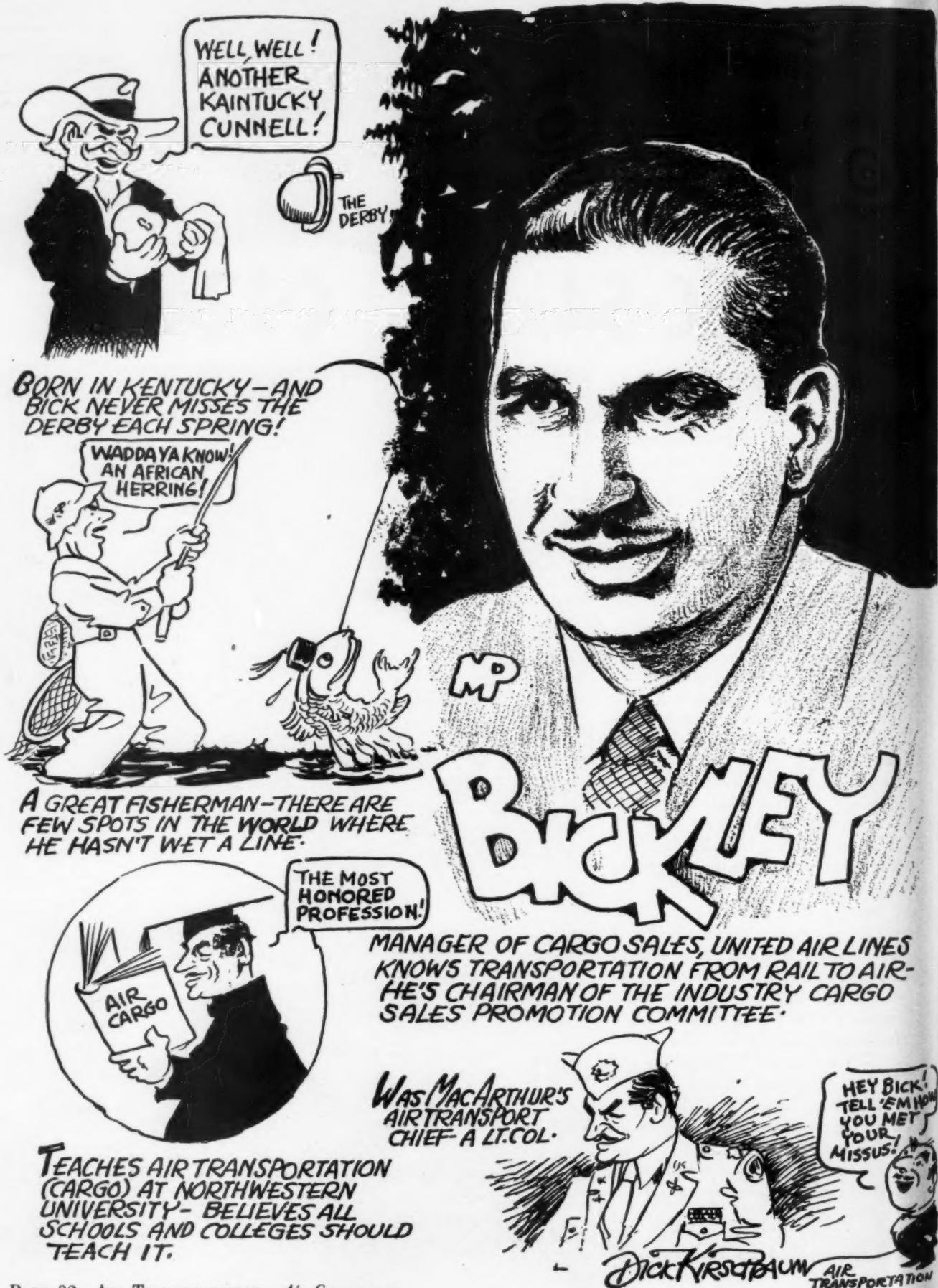
The Air Force has first call on this new giant transport which will boast a top payload of 50,000 pounds at which capacity the ship can fly military cargo 1,200 miles and return to base without refueling. Normal range is beyond 5,000 miles, and maximum speed nearly 300 miles an hour. It is also designed for long-range transport of heavy and bulky cargo. Military-wise this would include such equipment as tanks, field guns, bulldozers, and fully-loaded vehicles. Commercially — whenever that day will arrive — the C-124 will be able to take aboard practically everything transportable.

Developed from the design of the C-74 *Globemaster*, the C-124 has a wing span of 173 feet, three inches; a length of 127 feet, two inches; and an over-all height of 48 feet, three inches. Forward cargo door is 11 1/3 feet high, and 11 1/3 feet wide. Cabin is 77 feet long; 13 feet wide; and 12 feet, 10 inches high.

Note the artist's drawings which show the types of massive cargoes entering into the bowels of the C-124 via a special nose ramp, not unlike that of the familiar wartime LST.



AIR CARGO PROFILES . . .



TRANSPORT TIDINGS

DC-6 Airfreighter

The Douglas Aircraft Company has announced "immediate development and construction of a huge, new modern airfreighter" — the cargo version of the familiar DC-6 — which will be the "first commercial transport specifically designed, engineered, and constructed for high-speed, low-cost, long-range transportation of air freight in the United States and over global routes." According to the company, it is "already 60 percent engineered."

To be known as the DC-6 Airfreighter the new transport will be capable of carrying a payload of 15 tons approximately 2,000 miles, or 11½ tons nonstop coast-to-coast. Douglas adds:

"Developed from the basic design of the deluxe DC-6 airliner, the new Douglas airfreighter will have an identical span of 117 feet, six inches, and overall height of 17 feet, three inches. Its fuselage length of 105 feet, seven inches, is five feet greater than that of the passenger version.

"Like the DC-6, the Douglas Airfreighter will be equipped with four Pratt and Whitney Double Wasp engines each developing 2,400 take-off horsepower, with water injection. Its 5,000-cubic-foot cargo compartment will be pressurized and air conditioned. The DC-6A will include provision for

a built-in freight power-lift which will enable direct loading and unloading from truck beds or platforms. Its two cargo doors, one forward and one aft of the wings, also are adaptable for other mechanical loading and unloading devices.

"Development of the special, high speed, long range freight transport is another Douglas first and is the company's recognition of the tremendous growth and potential of air cargo."

Swissair Flies into Kloten

Swissair's inaugural flight between the United States and the new Intercontinental Airport to Kloten, in Switzerland, is scheduled for July 11. All Swissair flights to and from the United States are expected to be extended from Geneva to include the new airport at Zurich.

KLM Serving Holy Land

KLM Royal Dutch Airlines last month resumed regular service to Palestine. It operates twice weekly from New York to Haifa via Amsterdam on Sundays and Thursdays. KLM was the first international air carrier to reenter Palestine since all service was suspended on April 24. See air cargo rates in this issue.

6 Skeds Every Hour

The Air Transport Association reports that every time one counts to ten, a scheduled airliner will have taken off or landed at some airport in the United States. The certificated transports planes flying the domestic airways take off and land on an average of 400 times every hour around the clock. The estimated number of scheduled arrivals and departures completed at airports throughout the nation last year exceeded 3,600,000, an average of nearly 10,000 take-offs and landings per day, slightly more than 400 an hour, an estimated 6.8 per minute or more than one every 10 seconds.

KLM DC-6s Save Time

The utilization of KLM's new DC-6s has effected a reduction of one day in the flying time between the Netherlands and South America, and the elimination of overnight stops in Lisbon and Rome. The twice-weekly service now requires one-and-a-half days enroute, with alternate routings via Lisbon or Rome on Sunday and Wednesday respectively.

3 More Points for EAL

Shippers are informed that beginning early in August, Eastern Air Lines will inaugurate regularly scheduled service into Bowling Green, Kentucky; and Lafayette and New Iberia, Louisiana. The three cities will be provided with their first regularly scheduled air services and will be linked with more than 80 points served by Eastern.

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A FLOOR FOR AIR FREIGHT RATES, established by the Civil Aeronautics Board, is now in effect. Minimum rates now stand at 16 cents a ton-mile for the first 1,000 ton-miles, and 13 cents a ton-mile per single shipment for all ton-miles above 1,000. (See Air Commerce in April, 1948 AT). Opposition to setting the floor under these rates was carried on by the certificated air carriers, who claimed that freight forwarders would be placed in a commanding position. They also contended that the three-cent differential was not warranted, that passenger-cargo planes would suffer because freight would be shunted to all-cargo planes, and that volume shippers over short distances would be discouraged from using air services. On the other hand, Slick Airways, giant of the air freight carriers, okayed the minimums, while calling for the CAB's approval of commodity rates below the 13-cent level. The Board probably will give the green light to such commodity rates wherever a need for them is shown.

* * * * *

American Airlines has set up a lower freight rate on shipments of 100 pounds or more for the following commodities moving from New York-Newark to Mexico City and Monterrey, Mexico: aircraft parts and accessories, wearing apparel, automobile or automotive parts and accessories, biologicals, cosmetics, drugs, dry goods, electrical appliances and parts, electrical and electronic equipment and parts, films, medicines, machines and parts, radios and parts, telephone and telegraph instruments and parts and supplies, and toilet preparations. The former rate of \$20.60 per 100 pounds has been knocked down to \$17.70.

May cargo figures for AA show a new high for the airline. During the month, AA flew 1,921,629 ton-miles of freight as compared with 761,112 ton-miles in May, 1947. This represented an increase of 152 percent. Express totaled 465,745 ton-miles against 380,892 ton-miles for the same month last year. Mail rose from 596,928 ton-miles in May, 1947, to 695,715 ton-miles in May, 1948. R. E. S. Deichler, vice president—sales, attributed the increases to American's enlarged airfreighter fleet.

* * * * *

Peruvian International Airways is accepting COD shipments from Havana to Panama. The new service expedites delivery of air cargoes between New York and Washington and the two Latin American countries.

Newest air cargo interline agreement is between the Scandinavian Airlines System and the Flying Tiger Line. A single airwaybill is provided for shipments between points served by both carriers. This tie-up gives daily cargo service to and from points in the United States and 27 countries abroad.

* * * * *

New specific commodity rates issued last month by Pan American World Airways:

From	To	Commodity	Per Min.	Lbs.
New York	Sao Paulo	Nylon Yarns	.75	500
New Orleans	Textile Products			
Miami	San Salvador		.22	200
Boston	Thread, Cotton			
New York	Santiago, Chile		.59	500
Boston	Newspapers & Magazines			
New York	Gander	Textiles and/or Piece Goods	.12	25
Miami	Gander		.12	25
New York	Buenos Aires	Tobacco (Cigarettes)	.85	500
Miami	LaGuardia		.23	500
New York	Brussels	Auto Parts	.64	500
New York	Istanbul	Auto, Plane Parts	1.00	500
New York	Brussels	Clothing and/or Wearing Apparel	.64	500
New York	Istanbul		1.00	500
Boston	Gander	All Commodities	.15	1,000
New York	Gander		.16	1,000

* * * * *

Following are new commodity rates on Northwest Airlines' routes to Alaska:

Magazines & Newspapers		
Minneapolis	Anchorage	.18
Meat, Fresh Eggs	Milk, Foodstuffs	100
Fruits, Vegetables		
Seattle	Anchorage	.18
Minneapolis	Meat	100
Minneapolis	Anchorage	.29
Minneapolis	Fresh Eggs	100
	Anchorage	.26

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Philadelphia 23, Pa.
Market 7-6315

It should be noted that with the exception of magazines and newspapers, the NWA rates apply on advance arrangements only.

Here's the Air Transport Association's report on the 35 scheduled airlines' cargo operations during the first quarter of 1948:

"Air freight . . . airlines totaled 13,800,000 ton-miles for the first quarter of this year, an increase of 68.2 percent over the 8,124,000 carried during the first three months of 1947. Air freight revenues amounted to \$2,720,000, up 71.3 percent over the \$1,588,000 for the first quarter of 1947. Air freight accounted for more than 44 percent of the total first-quarter ton-mileage of all property (freight, express and mail) carried by the scheduled domestic airlines.

"The combined property ton-mileage during the first quarter of this year was 31,153,029, an increase of more than 25 percent over the 24,826,452 ton-miles flown in the corresponding period a year ago. Air express ton-miles reached 7,300,000, an increase of 8.6; nearly 8,500,000 ton-miles of air mail was carried, up four percent from the 8,124,000 ton-miles of the year before. Revenue passenger miles declined 3.1 percent in the first quarter compared with 1947, but passenger revenues were up 15.1 percent to \$66,800,000.

"The net operating loss of the certificated domestic carriers was \$4,000,000 for the first three months of this year as compared with \$19,000,000 in the first quarter of 1947, a 26 percent decrease. The reduction reflected the constant efforts of the airlines to cut expenses in the face of rising costs, plus the increase in the carriage of property, led by the marked increase in air freight."

It's okay to ship photo flash bulbs, says the Air Transportation Association, which recently completed a 15-month study of the possibility that the bulbs might be prematurely ignited by radar or other high frequency radiation sources. Such bulbs, it was pointed out, should be packed in the manufacturers' original containers. A series of tests was conducted by the Department of Commerce's Bureau of Standards which found that radar rays could not penetrate the manufacturers' packaging.

KLM's recently reduced rates for shipping cargoes of over 100 pounds are: New York-Bangkok, \$2.20; New York-Batavia, \$2.36; New York-Calcutta, \$1.98; New York-Singapore, \$2.29.

United Air Lines has inaugurated a system-wide air cargo control system which provides local car shippers with information concerning available space and time of movement. This new service emanates from Denver where UAL operates its payload control center. John S. Brinkman heads the center.

The airline flew an estimated 2,266,312 cargo ton-miles of freight and express in May compared with 1,225,665 cargo ton-miles a year ago, and 2,067,305 cargo ton miles in April, 1948, according to M. P. Bickley, manager of cargo sales. This is an increase of 85 percent over May, 1947, and 9½ percent over

(Continued on Page 38)



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(REG. U. S. PAT. OFF.)
By L. A. GOLDSMITH



The Atlas Sky Merchant, four-motored DC-4, which girdled the globe on a highly successful business trip. The plane is equipped with bunks, galley, radiotelephonic equipment for ground communication, and a sound motion picture projector.

THE recent global business flight completed by the Atlas Sky Merchant projects a new perspective on the potentials of world trade, blazing trails for all who wish to stop, look and listen.

Aviation and global trade combine in a natural and profitable partnership ranging from the processing of the world's raw materials to the finished products, and right through to the interchange of American technical know-how and merchandising methods on an international basis.

The adaptation of all these interrelated factors is the story exemplified by the spectacular skyways world-trade flight undertaken by the Atlas Supply Company of Newark, New Jersey.

On April 15, exactly at 11 A.M., as scheduled, the Sky Merchant at LaGuardia Airport, New York, completed a successful 50,000-mile global trade flight. The plane was a DC-4 which had been converted into a giant flying showroom for the display of Atlas' aviation and automotive products. In addition to businessmen directly interested in this merchandise, some 25,000 people visited the plane during its world flight, and were able to get more

than a glimpse of the 132 different products on display.

These 50,000 flight miles took in a lot of territory — five continents, 28 countries, and 44 cities. What's more,

a new record was set up by virtue of the fact that each arrival was as per schedule. At every airport, important Government and business officials were on hand to meet and greet the Sky Merchant, and none had to waste his valuable time waiting for the plane.

One hundred days were devoted to this skyways business trip, 10 of which were consumed in actual flying time. This left 90 days — three full months — during which to transact business and establish important world contacts at top levels. The Atlas people emphasize the fact that they wanted to get down to a meeting of minds between themselves and the key people in the countries they were visiting. They went there in the spirit of wanting to learn, listen, and find out what others thought and wanted. Thus the real meeting of minds was accomplished. The let's-hear-what's-on-your-mind attitude paid off.

F. H. Bedford, Jr., president of the Atlas Supply Company, believes that his firm's foreign trade operations have been accelerated two to five years as a result of the globe-girdling flight. He also points out that this trip in the Sky Merchant was used not only for transportation of the executive group, but for a complete display show-

		Arrive	Leave	Miles
		Jan. 13	Jan. 13	
Miami	Florida			
San Juan	Puerto Rico	Jan. 13	13	1,040
Belem	Brazil	14	13	1,820
Recife	Brazil	14	13	1,820
Monrovia	Liberia	17	17	1,960
Leopoldville	Belgian Congo	18	19	1,980
Johannesburg	South Africa	19	20	1,770
Cape Town	South Africa	20	23	780
Johannesburg	South Africa	23	28	780
Nairobi	Kenya Colony	29	Feb. 1	1,815
Khartoum	Anglo-Egyptian Sudan	Feb. 1	1	1,325
Dhahran	Saudi Arabia	2	4	1,358
Cairo	Egypt	4	6	1,161
Abadan	Iran	7	7	1,011
Karachi	Pakistan	7	9	1,325
Delhi	India	9	10	697
Agra	India	10	11	111
Bombay	India	11	15	636
Bangalore	India	15	16	535
Trivandrum	India	16	17	394
Madras	India	17	18	378
Colombo	Ceylon	18	20	400
Calcutta	India	20	22	1,208
Bangkok	Siam	22	24	1,001
Saigon	Indo-China	24	25	478
Hong Kong	Hong Kong Colony	25	27	942
Shanghai	China	27	Mar. 4	766
Tokyo	Japan	4	9	1,103
Okinawa	U. S.	9	9	950
Manila	Philippines	9	15	953
Singapore	Singapore Colony	15	17	1,494
Penang	Federation of Malaya	17	18	366
Batavia	Netherlands Indies	18	22	920
Darwin	Australia	22	22	1,705
Melbourne	Australia	23	27	2,092
Canberra	Australia	27	27	294
Sydney	Australia	27	Apr. 1	143
Auckland	New Zealand	Apr. 1	6	1,350
Nandi	Fiji Islands	6	6	1,322
Canton Island	Phoenix Islands	5	6	1,269
Honolulu	Hawaii	6	11	1,905
San Francisco	California	12	13	2,400
Chicago	Illinois	14	15	2,126
New York	New York	15		786

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room as well. He emphasizes that this was the cheapest form of transportation they could possibly have used. In his opinion, the profitable results will be out of proportion to the expenditure of both time and money. Besides Mr. Bedford, the other Atlas executives who accompanied him were J. E. Partenheimer, vice president and general manager; R. B. Holgate, manager of the Export Department; E. E. Aldrin, aviation director; J. J. Hall, director of public relations; and D. C. James, European representative.

The trip was not laid out with any thought of direct results, such as an immediate influx of orders. It was primarily a survey trip, with the objective of becoming acquainted with people in high places, and learning the basic conditions currently prevailing and what could be expected in the near and distant future.

The first-hand information, in certain cases, caused immediate adaptation to changed conditions. For instance, there is the case of Siam. That country used to be more or less attached to the pound sterling group of countries in the economic sphere. Most of Siam's tin production was sold and marketed through Singapore, and then shipped to England for smelting. Today, she is shipping her tin direct to the United States for smelting in Texas. This means Siam has dollars, and available dollar exchange makes it easier at the present moment to develop additional sales of American merchandise in Siam. So, the Atlas Company stepped up its sales promotion in that country in view of the changed economic situation.

Atlas envisages not only future or-



Interior of the Sky Merchant, showing the Atlas Supply Company's comprehensive display of automotive and aviation products, shown buyers the world over in 100 days.

ders for its products manufactured in the United States, but also plans to manufacture locally in various foreign regions. This means, in many cases, the use of national sources of raw materials obtainable on the spot in many of their foreign marketing areas. It also means the use of factory facil-

ties available locally now, or to be established later, in a number of foreign countries. Such local manufacturing will, in all probability, be handled in conjunction with Government authorities, local private capital, or a combination of both.

As an example of the new look in

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American methods of global trade development, there are now under way negotiations with one of the smaller, well-integrated Governments in Asia, for the possible setting up of factory facilities for the manufacture of tires from the country's natural rubber resources. These tires will be manufactured under the processes used by Atlas in the United States, and will be sold under the marketing and merchandising methods evolved by the Atlas people in their world-wide sales distribution.

Formerly, such a deal would have taken years to build up through long, drawn-out negotiations. Without the personal contacts on the part of the top executives in Government and business, the various intricacies of the transaction would have gone through so many hands and have had to many interpretations, that it would have meant months, if not years, of tedious handling, with inevitable delays. Such negotiations in one country are likely to evolve into a world pattern, which will make it considerably easier to initiate similar industrial and business developments in many other countries.

Yet another and perhaps even more interesting "triangular" business arrangement has already been worked out between Atlas and a well-known European industrialist who owns long-established factories manufacturing tires and other automotive products in two major Latin American countries. He has some factory space still available as well as many well-trained workers. The Latin American countries need more tires and other automotive products, and Atlas would like to have more sales in those countries. What prevents the development of such needs and sales? Just this — shortage of dollar exchange!

Dollar exchange difficulties make it almost impossible to increase sales of many United States products, even though the people of those countries would like to import much more.

With a development of the kind just mentioned, the European industrialist allots some of his factory space and facilities. What happens? Five factors are immediately brought into play for the benefit of all concerned. American goods are sold under their own trademark, even though manufactured in a foreign country. This obviates the need of allotting too great an amount of dollar exchange on the part of the two Latin American countries for the purchase of additional American-type tires. The people of the two coun-

tries benefit by having more tires available; the European industrialist is able to utilize hitherto empty factory space; and more local workmen are employed, and a higher standard of living is developed. The transfer of local profits for American dollars is easier to obtain, because less dollar exchange is required; the amount involved only represents profits and not the larger sum which would be required for the wholesale prices of the United States-manufactured product. As a result, the American company profits, and so do its stockholders. In addition, it keeps its trademarks alive in the markets already established.

This kind of industrial development is perhaps the highest form of world trading. It also provides a most interesting and highly beneficial new phase of American world trade. It signifies the growing up of American economic relationships, because it means there is a rapidly growing understanding on the part of top management in American industry regarding the importance of all phases of world trade interchange.

What Atlas is accomplishing is economic intelligence of the highest order. This is only the beginning of what as well as in domestic production in all countries. This will really point the way to a peace, which can be a lasting one — the peace of progress and prosperity. If American free enterprise and intelligent use of capital reserves can do this, then, indeed, will we de-

serve a wreath of laurels in the market places of the world.

And the world reacts to this throb of the American industrial wheel turning and tuning up for Energized Recovery and Production — a real ERP in every sense of the word.

The newspapers along the world routes which reported the arrival and departure of the *Atlas Sky Merchant* sensed the undercurrents of this new type of world business taking to the sky routes of trade. Among innumerable reports, editorials, and articles, here are just two which we quote: The *Shanghai Evening Post* called the arrival of the *Sky Merchant* "an inspiration on wings," "a dramatic illustration of American aggressive salesmanship," and further expressed the belief that "China would find inspiration through such a demonstration of economic enterprise."

An Egyptian journalist, writing in the French-language *Journal d'Egypte*, of Cairo, said in closing:

"We take leave of the *Sky Merchant* . . . interested and astonished at yet another manifestation of the inventive, and above all, practical spirit of Americans, who now evolve a flying store of merchandise."

It all adds up to a marvelous presentation of an almost intangible factor, described during World War II by one of our European allies, as "the spark that makes the Americans do the impossible at once, while the miraculous takes a little longer."

AIR COMMERCE

(Continued from Page 35)

the previous month. Air freight totaled an estimated 1,694,613 ton-miles compared with 634,769 ton-miles in May, 1947, an increase of 167 percent and 1,510,874 in April, 1948, an increase of 12 percent. Express totaled an estimated 571,699 ton-miles against 590,896 in May, a year ago, a decrease of three percent, and 556,531 in April, an increase of three percent. United also flew 710,563 mail ton-miles in May against 785,584 a year ago, a decrease of 3½ percent, and 651,478 in April, a gain of 22 percent.

A new estimated one-day air freight record was set on June 3 when 89,748 revenue ton-miles were flown. This compared with the previous high of 75,918 revenue ton-miles set on October 9, 1947. The record was due in a large measure to unexpected early maturity

in the strawberry crop in the San Francisco area in addition to the arrival at San Francisco of three steamships with heavy cargo for transshipment by air.

United has increased its cargo-carrying capacity from the New York area by 30 percent with the placing in service of additional DC-4s on the coast-to-coast route. The new service, scheduled from Newark, increased the cargo capacity also from Chicago to Denver 45 percent.

Pan Am reports that during the month of May it set four new air cargo records: greatest number of shipments handled in any one month (50,223); greatest number of shipments handled in any one day (3,421); greatest amount of weight handled in any one day (97,015 pounds); and greatest

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amount of weight aboard a flight carrying passengers (12,230 pounds). Total weight for the month was 1,418,008 pounds.

The Air Cargo Institute of California, an outgrowth of an 85-man Air Cargo Project Committee organized and sponsored by the California Aeronautics Commission, has filed articles of incorporation with the California Secretary of State.

Represented in the new corporation are the major airlines, air freight carriers, the principal aircraft manufacturers on the Pacific Coast, manufacturers of packaging materials and containers, producers and marketers of agricultural products, farmer cooperatives, shippers of cut flowers, representatives of Chambers of Commerce and others.

As previously reported here, the institute will carry on experimental shipments of perishable agricultural products and manufactured goods, and perform all the functions involved in air movement of products from producer to consumer. Results of this cooperative experimental work are expected to be made available to all of the participating firms and organizations. It was pointed out that the institute's operations will, to a large extent, relieve air carriers of the necessity of doing experimental work of this type with their own resources, and will eliminate a great deal of duplication of effort.

Here are some of the principal purposes of the institute:

● Development of tonnages of perishable agricultural products and fab-

cated and manufactured goods for air transportation.

● Testing of the effects of air transportation on perishable agricultural products, and development of proper pre-cooling and refrigeration processes.

● Conducting studies of the economic aspects of air cargo transportation, marketing and distribution and related subjects.

● Development of containers and packaging materials suitable for air transportation.

● Assisting aircraft manufacturers in determining the most efficient designs for cargo carrying airplanes.

Incorporators of the Air Cargo Institute are:

Harold Angier, California Grape and Tree Fruit Association; Richard Baker, American Airlines; M. R. Baruh, Fibreboard Products, Inc.; J. Prescott Blount, Slick Airways, Inc.; George H. Casey, Sr., Pacific Fruit Exchange; R. E. Caskey, California Eastern Airways; Dr. L. L. Claypool, pomologist; Robert Fenton Craig, University of Southern California; Wil Evans, Super Ice Incorporated; J. D. Fessio, Pan American World Airways System; E. W. Gill, Jr., Douglas Aircraft Company; J. M. Gillie, Boeing Airplane Company; A. E. Grundy, Goodyear Tire and Rubber Company; L. R. Hackney, Lockheed Aircraft Corporation; John P. Houghton, Air Cargo, Inc.; Lyman S. Lantz, California Aeronautics Commission; Walter W. Linder, Philippine Airlines, Inc.; Edgar G. McLellan, E. W. McLellan Company; C. B. Moore, Western Growers Association; Dr. L. L. Morris, olericulturist; Warren F. Myers, California Barrel

Company, Ltd.; Harold W. Poulsen, Fruit and Vegetable Standards; Andy Y. Preble, York Refrigeration Company; Mayo Thomas, The Flying Tiger Line, Inc.; Gordon Wolcott, Consolidated Vultee Aircraft Corporation; Loyd Wright, TWA.

Air Cargo, Inc., has revealed that its nation-wide pickup and delivery service's organization is now virtually completed. ACI has 700 trucks in daily operation. This fleet operates in every city served by more than one airline and gives door-to-door service to 2,000 additional cities and towns adjacent to such terminals.

Officials also disclosed that a standard and distinctive color scheme had been adopted for all ACI vehicles. This consists of a bright red undercarriage with the same color extending up to the bottom of the truck cab window and a French gray body above this point. Splashed across this is a red, white, and blue decalcomania bearing the legend "Pickup and Delivery Service, Air Cargo, for the Scheduled Airlines of the United States."

ACI has established midtown terminals in practically every city it serves. Planeload lots or cargo are assembled at these points and trucked off to the airport for immediate shipment.

Four commercial airlines—Pan Am, Seaboard and Western, Transocean, and Alaska—are flying a total of 15 transatlantic flights with 100 aircraft engines on board. S & W is scheduled to make six flights; Transocean, four; Alaska, four; and Pan Am, one.



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passengers • mail • cargo

A PICTURE OF IDLEWILD . . . NOW AND TOMORROW

(Continued from Page 10)

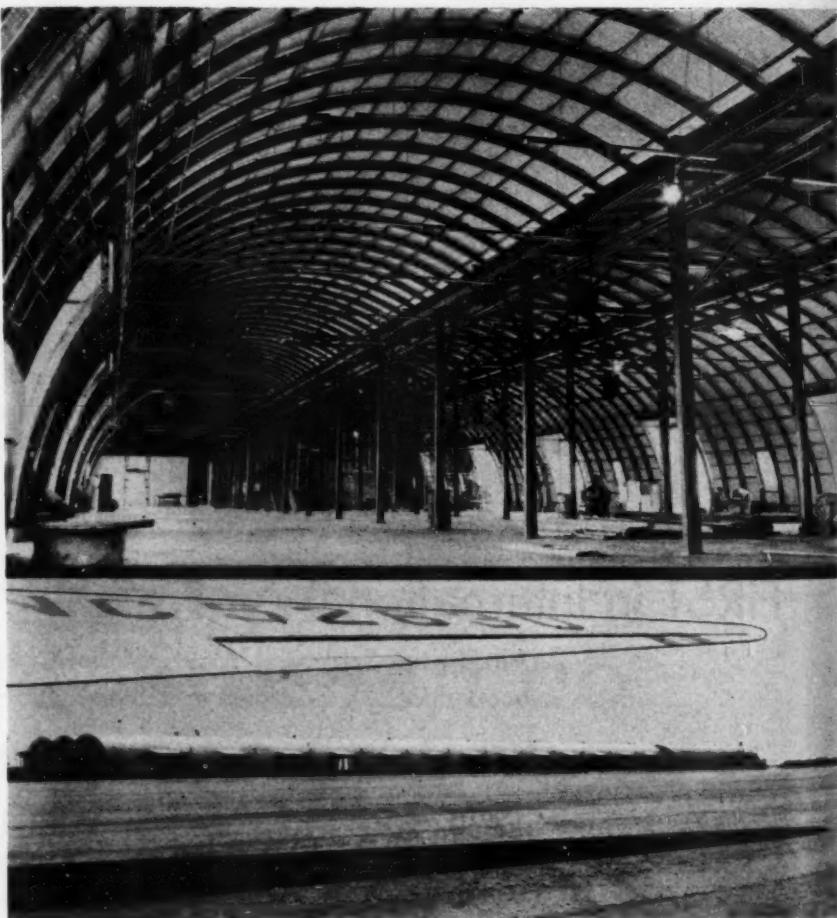
cargo will bulk large in total airport activity. During the past year of operations at LaGuardia Airport, overseas air mail, express and freight amounted to 18,109,556 pounds, and this figure is expected to increase steadily. Even now planes carrying over 40 percent of the value of our nation's air export and over 80 percent of the value of our imports by air originate and terminate in the New York District. Since one of the Authority's prime duties is to encourage and promote commerce in the Port District, it will naturally so equip New York International Airport as to make it the ideal terminus for air imports and exports.

Recognizing the necessity for providing the special facilities required to serve overseas air commerce economically, the Port Authority staff, local Customs officials, Treasury Department representatives, and air carrier operators have been consider-

ing the establishment of special bonded warehouse facilities at New York International Airport. Such items as domestic or foreign produced liquors, cigars and cigarettes could then be stored and delivered to aircraft for use on overseas flights, tax and duty free.

The eventual establishment of a free port area within the airport will have added significance to traders if legislation permitting exhibition of merchandise within such areas should become a reality. It will then be possible to plan an international trading mart at the airport, where samples of foreign products may be exhibited without payment of duty and orders filled from stocks held outside Customs limits.

Numerous customs brokers and foreign freight forwarders have evidenced interest in establishing offices in the temporary terminal facilities at New York International, and their



Quonset buildings designed by the Port Authority's engineering staff in cooperation with Waldvogel Brothers, Inc. and the Great Lakes Steel Corporation. Upper photo shows 80' x 340' outbound cargo building nearing completion. Lower photo shows 80' x 340' and Quonset 60' x 200' adjoining outbound and inbound cargo buildings and (right) Quonset 40' x 200' operations and emergency buildings.

number will undoubtedly increase with the construction of permanent facilities and the growth of traffic at the airport.

Erection of the first of the permanent office structures at the airport is already under way. It is a great \$4,500,000 Federal building which will house the regional offices of the CAA and the Weather Bureau, currently scattered over the metropolitan area. Another permanent construction nearly completed as the airport opened was a new approach road into the terminal area. This will have a unique underpass beneath the aircraft taxiway and apron area allowing vehicles access to central terminal buildings.

Since 1942 the City of New York has expended \$60,000,000 on New York International Airport, and last year the Port Authority spent another \$15,000,000. During the next 12 years the agency expects to invest up to \$100,000,000 to complete its development as now planned. By far the greatest part of the money that has been spent thus far represents either surface or subsurface construction necessary before erection of permanent buildings. This includes in addition to runway construction, the actual filling in of land

AIR FREIGHT LINES

WILLIAM A Patterson, president of United Air Lines, recently lashed out at the "inaccurate and misleading statements employed in furtherance of the propaganda campaign of the non-certified carriers," in a hard-hitting letter to the Civil Aeronautics Board. What prompted the Patterson blast was California Eastern Airways' letter to its former customers "which purports to explain circumstances surrounding the recent voluntary petition in bankruptcy filed by that company."

"California's Eastern's self-serving statement that the certificated air carriers do not render the type of service that shippers need is completely false," UAL's head wrote. "It can be demonstrated beyond question that United has been and is serving more shippers than California Eastern and is providing a more rounded cargo service. The certificated carriers generally are serving more shippers and providing a better cargo service than are the non-certified carriers."

He said that "California Eastern makes the completely unfounded statement that the certificated carriers are using mail compensation to absorb op-

erating losses incurred in air freight operations," and charged that this "untruth" was being circulated in spite of the Board's findings that no subsidy is involved in the effort of certificated carriers to meet the air freight lines' competition. California Eastern's statement to the effect that there is "a large additional volume of air express which it can generate and which the passenger airlines are either unwilling or unable to carry," was also blasted. Patterson stated that his airline's exhibits in the Air Freight Case proved the statement to be "both inaccurate and misleading." He added:

"The operators have enjoyed unusual privileges pending final determination of their applications in the air freight case. The operating losses of which California Eastern complains are not due to 'legal limitations and delays arbitrarily imposed over which we have no control.' They are due to the fact that this company sought to engage in operations before there has been any determination that a public need for its services exists."

Patterson concluded thusly:

"United Air Lines deeply resents this effort on the part of California Eastern to prejudice the Board and the shipping public. We believe such action on the part of California Eastern casts even greater doubt upon its fitness and ability."

(Continued on Page 44)

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MUrray Hill 7-3840

THE CHARTER BUSINESS IN BRITAIN

(Continued from Page 21)

Steamship companies have found a valuable facility in the aircraft's ability to carry heavy freight such as propeller shafts and engine-room spares rapidly to any part of the world.

Racehorse owners have found that their animals travel well by air, livestock breeders are finding that their animals suffer less by air travel than by tedious sea journeys. Someone wants to collect orchids from Brazil, another wants to ship Karakul bales from South Africa. In the Belgian Congo a cargo of wild animals await shipment by air. In Central Europe, a deal over some perishable fish is done with some other country; an aeroplane is the answer to the importation question. In the Middle East, the dreaded cholera breaks out. Vast quantities of serum, collected from hospitals and research institutions in the old and new country are flown out by the ton.

These, then are some of the needs for which the charter companies cater. Will they last, and if they do, will the corporations enter the charter field, a business which is included in their terms of reference? The first question would seem to be satisfactorily answered, because it has been established that on a number of occasions people do require a whole aeroplane to carry out their work, and to a large extent one can say that if the demand exists now, it will exist in the future. To the question of the corporations' participation in this industry, the best answer is, "Why should they?"

An executive of one of our corporations recently told me that, in his opinion, his corporation would never enter the charter market. He said: "We've got quite enough problems trying to run a decent scheduled air

service. Maybe we'll develop our own freight division, but so far as I'm concerned you can have the charter business." Whether this view is shared by all concerned remains to be seen. If it should transpire, as I think it will, that the Government airlines leave the charter business to private enterprise, will they withdraw their handling facilities, and, if so, will this mean the end?

The first problem is obviously a matter for conjecture for all except the executives of the three corporations, but the second part is more easily answered. And the reply is of some interest.

Facilities Available

Assuming for the moment that BOAC, BEAC, and BSAAC are not prepared to handle any aircraft except their own, what then? Well, then, one can obtain handling facilities from Sabena, KLM, Air France, TCA, DNL, PAA, AOA, Air India, FAMA, or Cruzeiro du Sul—to name just a few of the airlines who have no objection to selling some service on the side to help their overheads. Apart from these, there are a number of travel agencies, such as Mitchell Cotts, who are most anxious to get into the aviation business, and will provide all the necessary facilities except engineering, with the greatest of pleasure. In addition to these international companies, there are a great number of local firms who are very willing to provide handling services. One has only to land at Le Bourget, Valencia, Gibraltar and many other places to be greeted by their representatives with offers of assistance.

That is the true picture today, and my elaboration of it is not intended

to cast any aspersions on the very valuable services which the corporations render to the charter companies, but rather to show that the aviation handling agency is developing into a worthwhile business. BEAC make use of this principle on the Continent, KLM handle their services at Schiphol, DNL at Oslo, Air France at Paris, Sabena in Brussels, and so on. Similarly, BEAC handle the services of these companies when they visit this country. BSAAC used Cruzeiro do Sul at Rio de Janeiro when they started, BOAC use South African Airways in Johannesburg, Qantas in Australia, Air India in India.

Everywhere airlines are realizing the advantage of using local inhabitants to look after their interests, and are saving money on costly overseas allowances, by keeping most of their own staffs at home. It is on this account that the charter companies can find firms to look after their interests without undue difficulty, and even if they are not in a position to provide reciprocal benefits, they do pay in hard cash. Just how much they pay can be gauged from the fact that BSAAC charge £100, plus a landing fee, for handling a four-engined aircraft at one of their stations. BOAC and BEAC have a sliding scale of charges, but their handling fee for dispatching a York at Calcutta is £74, and for providing night-stop facilities at Lydda it is £108 4s. It should be appreciated that these charges cover only handling and general aerodrome facilities (chocks, fire extinguishers, etc.), and do not cover any cost of transport, night-stop accommodation, meals or other incidental essentials.

It has been computed that the approximate man-hour cost of the above facility would be "a small percentage of the charge." The balance, therefore, goes to offset overheads and other miscellaneous costs.

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Obviously, then, whilst the extra work entailed by the charter companies is at times a source of some annoyance to the local aerodrome staff, it is, nevertheless, good business for the company providing the handling. In many cases no extra staff, accommodation or equipment is necessary to cope with these extra services, so no extra cost is incurred. The handling fee is, therefore, a useful bonus in the "kitty," and in these days of mammoth deficits in the airline balance sheets in almost every country, one can assume that such sums are not entirely unwelcome.

Safety Bugaboo

One other point of criticism remains to be hammered flat, and that is the unjust allegation that charter companies do not subscribe to the same standards of passenger safety as the scheduled airlines, and that their endeavours to effect some sort of economic stability must preclude all but the scantiest attentions to such matters as aircraft maintenance, crew training and efficient flight operation. I cannot speak for all charter companies, but I am in a position to give some facts and figures about the largest—Skyways. Those who visualize these companies as dangling from the proverbial shoe-string will perhaps be surprised at some of the facts and some of the figures.

Skyways now employs a resident engineering staff of 1,096. The majority of these are accommodated on the company's premises at Dunsfold Airport, and have their own recreation halls (licensed), cinema, hospital and all the necessary ancillary services to keep the men comfortable and happy. At Dunsfold, also, is the Operations Department. As comprehensive as that of any airline, this section boasts its own 24-hour meteorological service and its own control office. Operations Offi-

cers maintain a continuous check on all the company's aircraft on their flights, and radio operators keep a listening watch on a special frequency, so that aircraft transmitting messages on allotted schedules can pass them direct to the company.

A school is provided for pilots and other air crew, and great emphasis is placed on extensive crew training. For this purpose a converted Lancaster is set aside and is aloft on most days.

All captains have to pass an instrument rating test, and demonstrate their ability to use the company's own SBA at Dunsfold in minimum conditions. In addition to this, each captain has to complete at least four hours' Link instruction every month, and it is a strictly enforced regulation that all pilots carry out a Link check before going on service. Equal-

ly rigid is the order which requires all landings at Dunsfold to be carried out on the SBA, even under CAVU conditions. Also in the school is a fully qualified navigation instructor and a technical instructor, whose job it is to bring pilots up to the necessary technical standard for MCA examinations.

All captains are graded according to their past experience and present ability, and are restricted, if it is considered necessary, to freight work or the simpler air routes. Whilst it is impossible to acquaint all pilots with the routes they are to fly, a real attempt is made to familiarize the junior captains with new routes. On some occasions even the senior captains are given a trip in the right-hand seat, so that they can benefit from someone else's previous experience. In addition to all this, a sys-

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tem whereby route checks are carried out on the captains by a check pilot has been instituted, and any adverse reports by him would be the subject of serious inquiry.

All this is evidence of the highest possible attention to safety. It certainly equals, if not betters in some cases, the efforts of the scheduled airlines to avoid those accidents which so excite the daily press, but which are such an anathema to those whose livelihoods depend on aviation.

This, then, is the charter business as it has grown up in the past two years. Big companies are now operating—Skyways with 24 aircraft, LAMS with 16, others with varying numbers, all of them carrying on a legitimate business in spite of a crippling law which prohibits the sale of individual seats or blocks of cubic space to more than one person per aircraft.

That so many companies have succeeded in not only surviving under these conditions, but in making profits—most of which, in accordance with the best counsel of the recent Chancellor of the Exchequer, have been ploughed back into the business in the shape of more aircraft and better equipment—must ultimately reflect to the benefit of British civil aviation, and perhaps then will the services of the charter companies be really appreciated.

NEGOTIABLE AIRWAYBILLS

(Continued from Page 12)

International Chamber of Commerce has taken cognizance of the need for a negotiable airwaybill. In their October, 1946 report it recommended: ". . . To facilitate various formalities required for international air transport, we urge that a uniform airwaybill be put into effect as far as possible throughout the world and that

consideration be given to the advantages of making such an airwaybill fully negotiable . . ."

In the report dated March 25, 1948 the Committee made the following statement:

" . . . We have been advised that certain important business interests feel that it would be advantageous to have available a negotiable form of uniform airwaybill. We concur in this view and urge that the International Air Transport Association continue its present studies looking toward this end."

In my opinion, a negotiable airwaybill can be devised which will serve the present needs of international air commerce. It can be issued in a form that will not retard the speed of delivery of the goods and at the same time serve as a negotiable instrument of title. Such an airwaybill will enable banks to finance air shipments in the same manner as they finance ocean and rail shipments. It will enable exporters and importers to finance their shipments by air by offering the underlying merchandise as collateral for the loan.

The lack of a negotiable document of title in air transportation constitutes a major obstacle to our foreign commerce and the delay in remedying the situation is adversely affecting air traffic as well as our international trade.

AIR FREIGHT LINES

(Continued from Page 41)

Arguments in the Air Freight Rate Case have been postponed from August to September. The new date is September 13, with the deadline for filing of briefs August 16.

Other news of the industry:

Slick Airways: July 1 was the effective date for Slick's new tariff increasing cargo rates 1½ cents per ton-mile. This conformed with the rate floor recently set by the CAB. (See June, 1948 Air Transportation) Said Parkman Sayward, general sales manager: "The new rates will average 14½ cents

per ton-mile, and are based on a thorough study of costs of operation which have increased substantially since our last tariff went into effect nearly a year ago. Well distributed over a number of weight categories, the average increases are not as large as those recently effectuated by a number of surface freight carriers."

Samples of the new tariff's rates on shipments of more than 1,000 but less than 2,000 pounds are: Chicago to New York, \$6.20 per hundredweight; Detroit to Los Angeles, \$15.90; San Francisco to Philadelphia, \$19.80; New York to Dallas, \$11.40; Los Angeles to New York, \$19.00; San Antonio to Detroit, \$9.90; Chicago to Houston, \$7.80.

Three million ton-miles in a single month—the first time this level has been reached by any air freight line—were flown in May by Slick. Exact total was 3,000,946 revenue ton-miles, as compared with the former top mark of 2,519,971 ton-miles set last October. It was the same line which, in August, 1946, set the first million-ton-mile-a-month record, and, 14 months later, the first two-million-ton-miles-a-month mark. It goes without saying that California Eastern's suspension of operations helped matters along payload-wise for Slick.

For the first quarter of 1948 the line recorded a net loss of \$77,879, although March figures showed a \$10,317 profit. Slick has flown 13,359,714 revenue ton-miles of cargo in the January-June period. This represented an increase of 38 percent over the first half of last year.

Seaboard and Western Airlines: Special rates for embroideries, embroidered articles, laces, and lace articles between Geneva and New York have been established by S&W. New rates are 75 cents per pound for shipments of from 101 to 1,000 pounds; 70 cents for 1,001 to 3,000 pounds; and 65 cents for shipments of 3,001 pounds and over.

UAL Drops Helicopter

United Air Lines has announced withdrawal of its application for an experimental helicopter air mail service in the Chicago area. In a letter to the Civil Aeronautics Board W. A. Patterson, president of the company, wrote that "since the time of the hearing, certain developments have taken place which make it appear unwise for United to undertake this operation in the near future."

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AIR FREIGHT FORWARDERS

AT A hearing in Washington last month, the Port of New York Authority, represented by Samuel H. Moerman, attorney, urged the Civil Aeronautics Board to grant exemption from the requirement of a certificate of public convenience and necessity to air freight forwarders who are "fit and willing," so that the "emergent industry" would not be hampered in its development. He said that the examiner's recommendations in the Air Forwarder Case were not unlike the position of the bi-state agency during the hearings. (See Report on the Air Freight Forwarder Case in the May, 1948 A.T.) Moerman also urged that additional regulation be withheld until the expiration of a reasonable period of experimentation under certain proposed minimum regulatory provisions.

"The activities of independent air freight forwarders can be of inestimable value to the air transport industry by making shippers conscious of the advantages of air freight transportation," Moerman said. "It is only through an increasing volume of tonnage available for transportation that the air freight business will develop and prosper. Consequently there is an economic need in the public interest for the services of the independent air freight forwarder. He is in a position to accumulate a great number of small shipments. By devoting his energies and operations to that endeavor he can handle all the incidents of ground transportation in connection with such small shipments more efficiently and at lower cost than the air carriers."

Moerman stated that there is no complaint on record about airport-to-airport cargo service, while there are innumerable complaints about delays to air cargo on the ground. He stated that "delays occur at terminals when merchandise is not properly billed and loaded; at transfer points when shipments are unloaded from one carrier and then not promptly picked up by the succeeding carriers; and at destination airports when merchandise is not immediately picked up for delivery or transferred to a connecting surface carrier. Delays in transfer of cargo to other means of transportation occur when for some reason there are flight interruptions, or where air cargo is

deplaned in order that passengers or mail may be taken on. He added:

"The record is convincing that the experience of freight forwarders in handling shipments on the ground will do much toward reducing delays and facilitating the handling of cargo. The record establishes also that the analogy between the type of service which the forwarders propose to perform in air transportation and the services now being performed by forwarders in surface transportation is sufficiently great to justify a conclusion that the services of air freight forwarders will be of value to the public and to the direct air carriers."

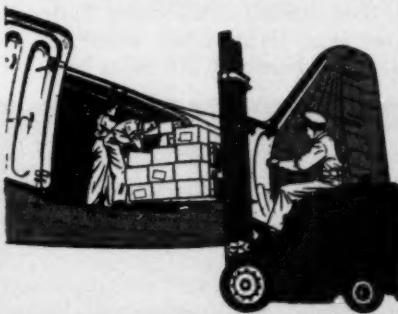
Other industry news follows:

Heidl's Inc.: The following officers of Heidl's, Inc., recently appointed, have been announced by the firm whose headquarters are at 67 Broad Street, New York: F. X. Heidl, president; W. R. Wallace, vice president in charge of exports; J. A. Thunser, secretary in charge of imports; A. Armbruster, treasurer; R. L. Tiernan, assistant secretary; and J. T. White, assistant treasurer.

W. J. Byrnes Air Division, Inc.: This firm has been organized by W. J. Byrnes and Company and R. J. Van Duyne and Company, both San Francisco foreign freight forwarding outfits. The new corporation, which will be operated by Van Duyne, is located at 409 Washington Street in Frisco. M. Geisendorfer and R. V. Cramer, of Byrnes; and R. S. Van Duyne and A.

(Continued on Page 50)

TCA



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THINGS ARE HUMMING IN THE SOUTH PACIFIC

(Continued from Page 17)

San Francisco-Vancouver leg on its own, and PAA has the Noumea-Sydney leg on its own, so far as the two trans-Pacific services are concerned. Noumea is served from Australia by another line, Quantas, just as Vancouver is served by other connections in America. Neither BCPA nor PAA flies the 1,340 miles of ocean between Auckland and Sydney. This is exclusive for commercial aviation to the Australian-New Zealand-United Kingdom company, Tasman Empire Airways Ltd.

The BCPA and PAA services are in important ways complementary rather than directly competitive. Both have the same flying time—about 38 hours—but whereas BCPA takes four

days over the journey, and makes long stopovers (such as the 27 hours in Hawaii), to please tourists and business men in a not-too-frantic hurry, PAA covers the route in a couple of days. BCPA and PAA fares and freight charges for comparable legs are the same, because of agreement under the IATA. They share facilities en route. Both have been totally free of accidents.

BCPA, like any airline worth the name, has plans for the future which make present achievements look like the coach and buggy era. It looks to the time when there will be a BCPA plane in and out each day of the year. That will be some time ahead. A more immediate objective is to

become an increasingly big dollar earner for Australia, and when the dollar crisis is over to win a big tourist traffic across the Pacific—Americans anxious to see the lands Down Under, and Australians eager to see the wonders of the Americas.

Looking Ahead

BCPA has big hopes for development of the San Francisco-Vancouver part of its service. It covers this 792-mile hop in four hours at a reasonable fare, with a low freight rate of 24 cents a pound. It believes that this fast, cheap service will attract an increasing number of Canadian and American tourist and business passengers, and a good express load.

The economic effect in Australia of establishment of fast, regular air connections with the United States, Canada, and intermediate points are naturally complex. Another factor is that present conditions are abnormal because of the dollar shortage. But some general observations can be made.

There is the clear gain from a rapid, cheap, and frequent mail service. Business, government, personal and cultural relations between the Southwest Pacific and North America have been made easier and more effective in direct proportion to the increase in the efficiency and scope of mail deliveries.

Passenger traffic can also be considered roughly in business, official, cultural, and personal sections. To business men the air services save money and time, particularly in view of the great postwar increase in American business interests in Australia. The speedier communication has benefited not only the executive and sales side of business, but the technical side, through the closer co-operation of engineers and other specialists. The whole flow of in-



Canberra, capital city of Australia, as seen from the air. Air freight plays a significant part in the life of the Land Down Under. The country's vast expanse makes it a necessity.

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formation and good will has been accelerated. Official traffic is considerable.

People in films and show business, singers, musicians, sportsmen, come and go rapidly across the Pacific. But on the "personal" level, the most important arrivals from Australia's point of view are the migrants who fly out from the American continent, and from Britain and Europe. Australia is busily seeking new citizens.

A similarly varied picture is presented by air freight. An important traffic has been developed both ways across the Pacific in business samples. Films, news pictures, gifts, drugs, and small instruments, such as optical gear, have made up a big percentage of the total cargoes.

Typical Cargoes

Among the business samples that leave Australia for America, wool samples are among the most important. Jewels — mainly opals and sapphires—are other Australian exports. The "fancy" trade includes about 20,000 orchids a year to the United States and Canadian buyers, and there has been a big trade in Australian birds—mainly finches—cent in thousands to the American fanciers.

Science also benefits from speed and specimens and papers are exchanged across the oceans. Australia, for instance, has sent a shipment of its bull ants to America, and thousands of beetles needed for attacks on weed pests in California. The airways, in fact, are ready to take anything that will fit into the plane.

ANA Skymasters under charter to BCPA once brought half-a-ton of special beading wire out from America for the Australian motor tire industry. It was divided into four separate consignments. In Australia there has been a big increase lately in the use of planes to carry live-

stock and also machinery, and air freight across the Pacific will no doubt grow in range and size as the services become better known on both sides of the Pacific.

BCPA, in cooperation with New Zealand and Britain, is Australia's biggest venture in Pacific aviation. The oldest is the transasman route joining Australia and New Zealand. The operator is Tasman Empire Airways, Ltd.

Whereas the transpacific services are by land plane, with their Australian terminal at Kingsford Smith Airport (Mascot) Sydney—the Australian Sir Charles Kingsford Smith was the first man to fly the Pacific, in 1928—the Tasman service, since its inception in 1941 has been by flying boat, with the Sydney base at Rose Bay, on Sydney Harbour. English-built Sandringham four-engined

aircraft are used, carrying 30 passengers. The service is once a day in each direction, and the planes are in heavy demand because of inadequate transasman shipping services. The Sandringhams have a heavy mail load, and air freight runs to such items as dolls eyes from New Zealand and leather goods from Australia, as well as the more usual cargoes of newsreels, magazines and so on. At present the service is temporarily suspended while an engine modification in the Sandringhams is applied.

A Qantas service to Noumea and Suva is operated once a fortnight from Sydney with Catalina aircraft. Freight on the Noumea and Suva routes apart from mail includes commodity lines, clothing, food, drinks, and medical supplies.

A route of 1,048 miles to Norfolk Island is flown by Qantas, also once

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a fortnight with passenger-cargo *Lancastrian* aircraft. The *Lancastrians* carry mail both ways. Cargoes include clothing, food, beer, and other supplies to the people of the island, and return with island produce, mainly fish.

These are the Australian regular commercial air services in the Pacific. A charter company, Trans Oceanic Airways, based in Sydney, operates irregularly over the Pacific according to orders. Qantas operate a line to Japan as a link with the Australian occupation forces, and there is a regular connection with New Guinea and near islands, but these are a little outside the scope of the present article.

MAILBAG MEMOS

I FIND these (guest air cargo) editorials extremely informative, and in the development of our Air Cargo Department in Trans-Canada Air Lines, the information contained in these articles has been found to be of considerable value.

—W. C. Turner
Regional Supervisor, Cargo Sales
Trans-Canada Air Lines

Everyone in the Tokyo Pan American Cargo Department is extremely interested in this magazine and look forward to its arrival with great anticipation. The Japanese em-

ployees are even more enthusiastic. We are now arranging to procure numerous subscriptions in order that we may supply our Japanese agents in Osaka, Kobe, Kyoto, Nagoya, etc., with copies of this magazine. In the near future we will forward orders to you and more details concerning Japanese enthusiasm for AIR TRANSPORTATION.

—W. A. Lobban
Traffic Supervisor
Pacific-Alaska Division
Pan American World Airways

JUST a note to report that several of us at Sperry enjoyed the story, Have We Missed the Flying Boat? (May, A. T.). It is a lively story told in "Bauman's best."

—Carlyle H. Jones
Sperry Gyroscope Company, Inc.

I WAS deeply chagrined when I received the May copy of AIR TRANSPORTATION and found that the title of the article, "Report on the Air Freight Forwarder Case by J. Earl Cox, Civil Aeronautics Board," leaves the clear implication that the article which follows was prepared by me. There is one sentence in the subheading, "Here, in detail, are the important conclusions," which might inform the more than casual reader that the article was merely your digest of the examiner's report. However, at first glance and to the casual reader the implication of the heading is clearly to the contrary.

As you know, the Air Freight Forwarder Proceeding, Docket No. 681, et al., is still pending before the Board and it would be of the utmost presumption for me as an examiner to submit for publication any comments relating to any phase of the case. The examiner's report once issued is a public document and may be quoted from or commented upon by any individual who has an interest in the subject matter, but as an examiner I would not comment upon that report nor would I comment upon any subsequent decision which the Board might make in the case.

I think perhaps that the heading of the article was given its form through inadvertence, but I can assure you that it has not been without considerable embarrassment to me. I wish in a subsequent issue you would correct the false impressions which have arisen as a result of your publication in the May issue.

—J. Earl Cox
Examiner
Civil Aeronautics Board

YOUR June, 1948, issue has a Guest Air C. go Editorial by Mr. O'Brien (J. J. O'Brien, director and former president of California Eastern Airways). I have read many of the cargo editorials—some of them are good and others to the contrary, but this particular article is just more than I can stomach.

In the first place I am at a loss to know what claim Mr. O'Brien has as an authority on cargo. Certainly he is not to be taken too seriously when we consider the fact that his latest achievement led to bankruptcy. Despite the latter fact, however, he takes it upon himself to rehash a lot of words that have been used frequently by many people and to disparage the expression of the certified carriers and to classify all of the non-scheduled carriers as the entrepreneurs of cargo operation.

The writer has been in transportation for over 30 years. I have known and been active in the handling of air express since the flights originated at Hadley Field near New Brunswick. I know of many attempts by certified carriers to promote the carriage of cargo by air, and brash statements made in an article such as is ascribed by Mr. O'Brien are all without foundation of fact. It is nice to have good instructive editorials, but they should cling more to the actual facts and not indulge in a series of statements that are untrue and misleading.

Ralph W. Starkey,
Director of Cargo,
Eastern Air Lines

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★ EXECUTIVE ★

LAMOTTE T. COHU, former president of Trans World Airline, elected president and general manager of Consolidated Vultee Aircraft Corporation. He served as chairman of the board and general manager of Northrop Aircraft for eight years, and has been a member of the TWA board since 1933.

WILLIAM F. MULLER, newly elected president of Air Express International Agency, Inc., and its subsidiary company, Air Express International, Inc. A well-known transportation man, he has been in the business both here and abroad for some three decades. Until recently he served as European traffic manager for American Overseas Airlines. **CHESTER M. MAYER**, who has resigned as president, is now serving as Air Express International's chairman of the board.

OTIS F. BRYAN, appointed vice president and assistant to the president of Philippine Air Lines. He has left his post as TWA vice president to take over his new job in Manila. Bryan is a veteran of 19 years' service with TWA.

WILLIAM J. HOGAN and **JOHN G. ZEVELY**, elected by American Airlines to the respective posts of vice presi-

dent and assistant vice president. Hogan, who has been AA's treasurer since May, 1947, will serve in both positions. Zevely has been general attorney for the airline for the past two years.

PRESTON R. BASSETT, president of the Sperry Gyroscope Company, elected a vice president of the Sperry Corporation. He will continue to head Sperry Gyroscope.

ADOLPHE GREINER, named assistant to the United States manager of Sabena. He has been with the Belgian line for about six months in Brussels, and in 1940 served as agent of Sabena-Africa in Costermansville.

GEORGE M. PRYOR and **EDWARD H. GAMBLE**, appointed by Curtiss-Wright Corporation to the respective posts of controller and head of pilotless aircraft and research.

FREDERICK O. DETWEILER, named assistant general manager of the Chance Vought Division, United Aircraft Corporation. He has been with United Aircraft for 15 years.

★ ADVERTISING ★ PUBLIC RELATIONS

GEORGE F. SORGATZ, JR., appointed advertising manager of Panagra. He was formerly promotional ad-

vertising manager for United Air Lines, and has been on the advertising and editorial staffs of a number of Tennessee newspapers.

LEONARD E. JUENGLING, named supervisor of advertising for Mid-Continent Airlines. At the time of his appointment, he was owner of his own agency in Kansas City.

ROBERT M. RUDDICK, appointed special assistant to the president of United Air Lines as well as public relations manager at San Francisco. He has been with United for five years. **BENNETT KING**, formerly of The Chicago Journal of Commerce, has joined the publicity staff at Chicago.

SIDNEY CARTER, named advertising and public relations manager for Luscombe Airplane Corporation. Before joining the firm, he edited the Aviation Market Newsletter in Dallas.

★ SALES ★ TRAFFIC

HAROLD GYLLENWARD, appointed general traffic manager and an officer of Scandinavian Airlines System. He has been in the transportation field here and abroad for 20 years.

L. B. KINPORTS, named by Northwest Airlines to the position of director of sales. He joined NWA earlier this year.

THEODORE P. GOULD, formerly vice president of Scandinavian Airlines System, appointed director of passenger sales for American Airlines.

ALFRED J. BOVIER, named by Peruvian International Airways as director of schedules and tariffs. A veteran of 26 years in the transportation business, he has served with the traffic departments of several railroads, American Airlines, and California Eastern Airways.

WILLIAM E. RYAN, appointed district traffic and sales manager for United Air Lines at Providence. He joined UAL two years ago.



Harold Gyllensward

Alfred J. Bovier

Joseph Boylan

Frank Beach

William J. Butler

R. R. Mitchell

HAROLD R. WATSON, C. B. NEWMAN, THOMAS A. SHEEHAN, and ALEXIS E. ROVZAR, named by Eastern Air Lines to the following posts: Watson, assistant to the general traffic and sales manager; Newman, assistant traffic and sales manager in Washington; Sheehan, traffic and sales manager in Richmond; and Rovzar, acting traffic and sales manager in Mexico City.

PARKER WRIGHT, III, appointed district manager for National Airlines at Washington. He joined NAL in 1945.

JAMES L. TUTTLE, named district traffic and sales manager for Pioneer Air Lines in El Paso and Roswell, Texas. Formerly with Pan Am and American, he came to Pioneer last September.

WILLIAM F. KEEFER, JR., appointed city traffic manager of Braniff International Airways' Wichita Falls office.

★ CARGO ★

JOSEPH BOYLAN and **FRANK BEACH**, now serving American Airlines as director of cargo sales and manager of cargo traffic, respectively. Boylan, who came to AA in September, 1944, supervises freight, mail, express, and parcel post; Beach, with the airline since 1939, helped in the initial planning of the air freight program four years ago.

WILLIAM J. BUTLER, named cargo manager of Sabena. An ATC veteran, he was connected with American Airlines before coming to the Belgian airline.

R. R. MITCHELL and **DEAN H. VOGELAAR**, appointed by United Air Lines to the respective posts of superintendent of cargo service, and chief of payload control for cargo at the Denver operating base. Mitchell has been with UAL for 13 years and Vogelaar for 10 years.

★ MISCELLANEOUS ★

WARREN LEE PIERSON, chairman of the board of TWA, elected a board member of the Air Transport Association of America.

ALEX L. HART, named chief of the Planning Bureau, Office of Airport Development, Port of New York Authority.

KAY ALGER, ROBERT E. REDDING, and **MERRILL ARMOUR**, appointed by the Civil Aeronautics Board to the following positions: Alger, con-

fidential assistant to Chairman Joseph J. O'Connell; Redding, confidential assistant to Member Russell B. Adams; and Armour, staff liaison officer for Federal-State relations.

AIR FREIGHT FORWARDERS

(Continued from Page 45)

Roselliini, of Van Duyne, form the directorate.

Trans-Global Shipping Corporation: In step with its rapidly developing air business, TGS has added still another truck to its present fleet plying between its central and branch offices and the airports at New York, New Orleans, and Havana.

Peter A. Bernacki: Frank J. Wesh has been appointed vice president in charge of sales of the Motor, Air, and Steamship Divisions of this Philadelphia organization. A veteran of 19 years' experience in domestic and foreign freight forwarding, he formerly held important sales and executive posts with the American Hawaiian Steamship Company, Preston Trucking Company, and Republic Carloading Company. He served in the last war as a Navy senior lieutenant in various Port Offices in the European Theatre. Wesh is a member of the Foreign Traders Association, Traffic Club of Philadelphia, Traffic and Transportation Club of Philadelphia, and the Pi Alpha Epsilon Traffic Fraternity of Temple University.

Inter-Maritime Forwarding Company, Inc.: John H. Konrath, Jr., air cargo manager, who refers to Inter-Maritime's Air Cargo Department as an "ipsy-ipsy-doodle" one, reports the elevation of George Pfister, formerly of Alltransport, to the post of assistant air cargo manager. Other recent appointments include Robert Kornbluth, also previously with Alltransport; Arthur Schook, formerly export manager for W. O. Smith and Company, and air cargo manager for Rediker Brothers; and James Giff. Konrath, who is known for his air freight forwarding course, recently served as cargo manager for Transocean Airlines and associate cargo manager for Philippine Air Lines.

Judson Sheldon Division, National Carloading Corporation: A contract to speed delivery of air cargoes between North American and Hawaiian points, and South America, has been okayed

by Judson Sheldon and Peruvian International Airways. Under the contract, shippers can consign directly to Cuba, Panama, and points in South America from any one of National Carloading's 25 depots dotting the United States and Hawaii. An airwaybill can be drawn at the shipping point and the goods will be transported to New York or Washington for flight.

Lep Transport, Inc.: Lep recently chartered planes to fly more than 40,000 pounds of strawberries from Caritat, France, to England. According to word from overseas, the company's chartered aircraft were bringing in some 10 tons of fruit every day. These cargoes included strawberries and cherries from France, cherries from Italy, and apricots from Spain.

CAB Okays Iceland Line

The Civil Aeronautics Board has issued a foreign air carrier permit to Loftleidir, H. F. (Icelandic Airlines, Ltd) authorizing the carrier to transport persons, property and mail between a terminal point in Iceland and the alternate points, New and Chicago.

The foreign air carrier permit granted by the Board to LHF is in accordance with the terms of a reciprocal air transport agreement between the United States and Iceland. American Overseas Airlines is the United States air carrier who is presently operating service to Iceland from this country.

LHF owns and operates nine aircraft, including one DC-4, and is presently negotiating for the purchase of additional DC-4s for use in the United States-Icelandic service. Until these planes are delivered, it will operate its service on a non-scheduled service, but on a minimum of six trips per month.

Air Cargo Trucker Approved

The Interstate Commerce Commission has authorized Peoples Express Co., of Newark, to operate a common carrier motor vehicle service hauling general commodities between LaGuardia and Idlewild Airports and Newark and Teterboro Airports and all other points in New Jersey over irregular routes. The ICC found that public convenience and necessity required the operation but with the provision that the business shall be restricted to the transportation of traffic moving on commercial airline or air express bills of lading and having either an immediate prior or subsequent movement by air.



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